



Aviation Investigation Final Report

Location:	Denver, Colorado	Accident Number:	GAA19CA026
Date & Time:	October 15, 2018, 13:45 Local	Registration:	N76154
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, during the preflight for a demonstration flight with another pilot, they discussed the nose-over tendencies of the airplane and the need to "stay off the brakes." He added that, during the fourth touch-and-go landing, the second pilot was flying and performed a wheel landing. During the landing roll, the airplane drifted right, and the pilot "came on the rudders to help." Suddenly, the airplane nosed over.

The pilot reported that he believed he was responsible for the accident and that either he or the other pilot must have inadvertently applied the brakes. He also believed that he misjudged the second pilot's tailwheel experience.

The second pilot reported that, at the time of the accident, he had a tailwheel endorsement and met the recency of experience requirements. He added that, during the landing roll, the airplane was tracking the centerline when "suddenly and unexpectedly" it nosed over.

The airplane sustained substantial damage to the right wing lift strut and empennage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's inadvertent brake application, which resulted in a loss of directional control and a subsequent nose-over.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Brake - Incorrect use/operation
Personnel issues	Use of equip/system - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Airline transport; Flight engineer	Age:	55,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Waiver time limited special	Last FAA Medical Exam:	May 2, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 4, 2018
Flight Time:	(Estimated) 20087 hours (Total, all aircraft), 300 hours (Total, this make and model), 11682 hours (Pilot In Command, all aircraft), 178 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft)		

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor	Age:	53,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	July 26, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 17815 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N76154
Model/Series:	140 Undesignat	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	10551
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 1, 2017 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1645.1 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-220-A
Registered Owner:		Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KFTG, 5513 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	18:58 Local	Direction from Accident Site:	165°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.34 inches Hg	Temperature/Dew Point:	6°C / -11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Denver, CO (FTG)	Type of Flight Plan Filed:	None
Destination:	Denver, CO (FTG)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	FRONT RANGE FTG	Runway Surface Type:	Asphalt
Airport Elevation:	5512 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	8000 ft / 100 ft	VFR Approach/Landing:	Full stop;Touch and go

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.793609,-104.541389(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Randy Kind; FAA; Denver, CO
Original Publish Date:	April 8, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98498

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