



Aviation Investigation Final Report

Location:	Marina, California	Accident Number:	GAA19CA013
Date & Time:	October 10, 2018, 10:30 Local	Registration:	N89266
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, after landing, as he pressed the right rudder to turn off the runway, his foot slipped, he inadvertently applied the brake, and the airplane nosed over.

The airplane sustained substantial damage to the right wing lift strut, left wing, 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 application of the brakes, which resulted in a nose-over.

Findings

Aircraft	Brake - Unnecessary use/operation
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Taxi-from runway	Miscellaneous/other
Taxi-from runway	Nose over/nose down (Defining event)

Pilot Information

Certificate:	Private	Age:	37,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	December 18, 2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 10, 2018
Flight Time:	(Estimated)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N89266
Model/Series:	140 Undesignat	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	8290
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 6, 2018 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3102.2 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	C85 SERIES
Registered Owner:		Rated Power:	85 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:	KSNS,74 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	98°
Lowest Cloud Condition:	Scattered / 2100 ft AGL	Visibility	9 miles
Lowest Ceiling:	Broken / 3100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	17°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	San Jose, CA (RHV)	Type of Flight Plan Filed:	None
Destination:	Marina, CA (OAR)	Type of Clearance:	VFR
Departure Time:	09:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	MARINA MUNI OAR	Runway Surface Type:	Asphalt
Airport Elevation:	136 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	3483 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	36.680831,-121.763336(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Rafael Gaddi; FAA; San Jose, CA
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=98445

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).