Aviation Investigation Final Report

Location:	Corvallis, Oregon	**Accident Number:**	GAA19CA189
Date & Time:	March 18, 2019, 12:00 Local	**Registration:**	N5641C
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

According to both pilots in the tailwheel-equipped airplane, the newly endorsed tailwheel pilot was on the flight controls during the landing. The pilot at the controls recalled that, when the airplane touched down, it bounced, so she added power, but the airplane bounced again before it settled on the runway. During the landing roll, the airplane veered right, and she overcorrected to the left. She then applied right rudder, but the airplane became "squirrelly." The other pilot, who was the owner of the airplane, grabbed the yoke and applied rudder to regain directional control. The airplane decelerated, the propeller struck the runway, and the airplane nosed over. The other pilot reported that he did not apply the brakes. When asked, the pilot at the controls during the landing could not recall whether she applied the brakes.

The airplane sustained substantial damage to the rudder and vertical stabilizer.

Both pilots reported that there were no preaccident mechanical malfunctions or failures 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 failure to maintain directional control during the landing roll, which resulted in a propeller strike and subsequent nose-over.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Abnormal runway contact
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Collision with terr/obj (non-CFIT)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Commercial	**Age:**	75,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	**Seat Occupied:**	Left
Other Aircraft Rating(s):	Glider	**Restraint Used:**	Unknown
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 2 With waivers/limitations	**Last FAA Medical Exam:**	October 1, 2018
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	August 1, 2018
Flight Time:	(Estimated) 3572 hours (Total, all aircraft), 39 hours (Total, this make and model), 3303.3 hours (Pilot In Command, all aircraft), 18.6 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Pilot Information

Certificate:	Flight instructor	**Age:**	55,Female
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Right
Other Aircraft Rating(s):	None	**Restraint Used:**	Unknown
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	Airplane single-engine	**Toxicology Performed:**	No
Medical Certification:	Class 2 With waivers/limitations	**Last FAA Medical Exam:**	March 4, 2019
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	January 31, 2019
Flight Time:	(Estimated) 877 hours (Total, all aircraft), 7.8 hours (Total, this make and model), 572 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 12.8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N5641C
Model/Series:	140 A	**Aircraft Category:**	Airplane
Year of Manufacture:	1950	**Amateur Built:**	
Airworthiness Certificate:	Utility	**Serial Number:**	15595
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	August 23, 2018 Unknown	**Certified Max Gross Wt.:**	1500 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	3350 Hrs	**Engine Manufacturer:**	Continental
ELT:	Installed	**Engine Model/Series:**	C90-14F
Registered Owner:		**Rated Power:**	90 Horsepower
Operator:		**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KCVO,250 ft msl	**Distance from Accident Site:**	0 Nautical Miles
Observation Time:	12:00 Local	**Direction from Accident Site:**	59°
Lowest Cloud Condition:		**Visibility**	10 miles
Lowest Ceiling:		**Visibility (RVR):**	
Wind Speed/Gusts:	15 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	45°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.7 inches Hg	**Temperature/Dew Point:**	24°C / 1°C
Precipitation and Obscuration:			
Departure Point:	Creswell, OR (77S)	**Type of Flight Plan Filed:**	None
Destination:	Corvallis, OR (CVO)	**Type of Clearance:**	VFR flight following
Departure Time:	11:15 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	Corvallis Muni CVO	**Runway Surface Type:**	Asphalt
Airport Elevation:	249 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	35	**IFR Approach:**	None
Runway Length/Width:	5900 ft / 150 ft	**VFR Approach/Landing:**	Touch and go;Traffic pattern

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:**	44.497222,-123.289443(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Darren Vaughn; FAA; Portland, OR
Original Publish Date:	November 6, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=99207