



Aviation Investigation Final Report

Location:	Keystone Heights, Florida	Accident Number:	ERA23LA139
Date & Time:	February 15, 2023, 10:00 Local	Registration:	N2419V
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was about three miles south of the non-tower-controlled airport, inbound for landing, when he heard another pilot announce they were on the downwind leg of the traffic pattern for the same runway. He elected to perform a 360° right turn to “allow the other aircraft time to clear the pattern.” He further reported that while in the turn, he “noticed acres and acres of pristine/plush land.” The pilot then decided to perform an off-airport landing in a field. During the landing roll, livestock began to walk in front of the airplane and the pilot took action to avoid a collision. This resulted in a nose over and substantial damage to the vertical stabilizer, rudder, wings, and fuselage. The pilot 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 improper decision to perform an impromptu off-airport landing and his failure to maintain control of the airplane during the landing, which resulted in a nose-over.

Findings

Personnel issues	Decision making/judgment - Pilot
Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private; Recreational	Age:	76, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Sport pilot Without waivers/limitations	Last FAA Medical Exam:	July 1, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 1, 2021
Flight Time:	2000 hours (Total, all aircraft), 65 hours (Total, this make and model), 2000 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2419V
Model/Series:	140	Aircraft Category:	Airplane
Year of Manufacture:	1948	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	14665
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 1, 2022 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2433 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	O-200
Registered Owner:	On file	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:	42J,197 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:35 Local	Direction from Accident Site:	50°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	22°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Indiantown, FL (X58)	Type of Flight Plan Filed:	None
Destination:	Keystone Heights, FL (42J)	Type of Clearance:	VFR
Departure Time:	08:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	KEYSTONE HEIGHTS 42J	Runway Surface Type:	
Airport Elevation:	196 ft msl	Runway Surface Condition:	Dry;Vegetation
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Precautionary landing;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	29.804163,-82.040263(est)

Administrative Information

Investigator In Charge (IIC): Young, Joshua

Additional Participating Persons: Ric Riccardi; FAA/FSDO; Orlando, FL

Original Publish Date: June 15, 2023

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=106824>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).