



Aviation Investigation Final Report

Location:	Paragould, Arkansas	Accident Number:	CEN24LA127
Date & Time:	March 2, 2024, 12:55 Local	Registration:	N5350C
Aircraft:	Cessna 140A	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 during the landing the tailwheel-equipped airplane bounced and then ground looped to the right. He was unable to maintain directional control and the airplane exited the runway. The right main landing gear separated which resulted in substantial damage to the right aileron and fuselage.

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 failure to maintain directional control during landing.

Findings

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

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing	Runway excursion

Pilot Information

Certificate:	Student	Age:	34, Male
Airplane Rating(s):	None	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:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	February 10, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 37.4 hours (Total, all aircraft), 37.4 hours (Total, this make and model), 8.8 hours (Pilot In Command, all aircraft), 20.9 hours (Last 90 days, all aircraft), 7.2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5350C
Model/Series:	140A	Aircraft Category:	Airplane
Year of Manufacture:	1950	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15573
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 23, 2023 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	30.6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	14331.2 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-200 SERIES
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:	KJBR, 259 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	25°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	Unknown / Unknown
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / Light
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	14°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Trenton, TN (TGC)	Type of Flight Plan Filed:	VFR
Destination:	Paragould, AR	Type of Clearance:	None
Departure Time:	11:46 Local	Type of Airspace:	Class G

Airport Information

Airport:	Kirk Field Airport PGR	Runway Surface Type:	Asphalt
Airport Elevation:	290 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	4500 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	36.062135,-90.509375(est)

Administrative Information

Investigator In Charge (IIC):	Galbraith, Damian
Additional Participating Persons:	Anthony Flores; FAA; Little Rock, AR
Original Publish Date:	April 19, 2024
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=193876

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).