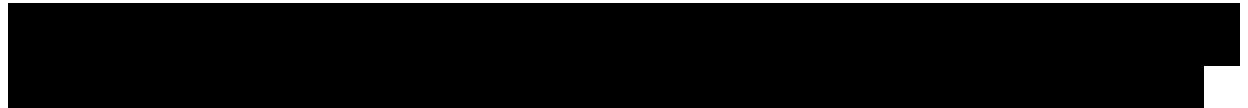


Statement

At approximately 1440 on 8 Nov 2017, I was landing on runway 10 at KMAC in a Cessna 140, N76238, SN 10641, accompanied by co-owner Jason Barnes in the right seat. I was the pilot in command. The purpose of the flight was familiarization. The airplane had no mechanical issues on several previous landings. The wind was from about 010 at about 4 kts Which was a direct left crosswind. Visibility was good and there was intermittent light drizzle.

I had just landed and was going down the centerline for the intention of demonstrating a wheel landing touch and go. I applied power after flap retraction and The airplane hopped to the right and then to the left. I was adjusting pitch and was applying the normal downward pressure to lift the tail and maintain a level attitude. The airplane got to level attitude and then began to get into a pitch down attitude significantly more than normal. increasingly upward yoke pressure to effect a wheel landing when the airplane began a pitch down moment. The manual trim had not been adjusted since the same setting in the previous two uneventful landings. I began to increase upward pressure but could not stop the slow but inexorable nose over. The airplane came to rest inverted about ten feet left of centerline. As the sequence came to a stop, we verified that each other were uninjured and released our 4-point restraints. I shut off all switches and fuel and we exited the airplane and after assuring myself of no fire I returned to shut off the ELT.

When I think about the cause of the incident I am quite sure that we did not land with brakes on as there was no skidding sound and the nose over was gentle not violent. it is possible that one or the other of us inadvertently applied some brake action in applying rudder as is easy to do in many tail wheel aircraft. it is also conceivable that the yoke was at full back travel and impeded by our chest(s) if at least one of us had been leaning forward however there was no body contact when controls were tested before take off.





Respectfully, Guy D. Foulkes