



# Aviation Investigation Final Report

<b>Location:</b>	Nyssa, Oregon	<b>Accident Number:</b>	WPR23LA168
<b>Date &amp; Time:</b>	April 25, 2023, 19:00 Local	<b>Registration:</b>	N140D
<b>Aircraft:</b>	Cessna 140	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Aerodynamic stall/spin	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that during takeoff, the airplane “seemed to lift off ok”, however, within a few seconds, the left wing stalled and impacted trees. During the accident sequence, the airplane descended into bushes and came to rest on its nose. Both wings and the fuselage sustained substantial damage. 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 failure to maintain adequate airspeed on takeoff that resulted in an aerodynamic stall and subsequent impact with trees.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Airspeed - Not attained/maintained
<b>Aircraft</b>	Angle of attack - Not attained/maintained

## Factual Information

### History of Flight

Takeoff	Aerodynamic stall/spin (Defining event)
Takeoff	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
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:	June 1, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 2 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N140D
Model/Series:	140	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Unknown	Serial Number:	8395
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 28, 2019 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3107.3 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-290-D-2
Registered Owner:	On file	Rated Power:	135 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KONO, 2188 ft msl	<b>Distance from Accident Site:</b>	14 Nautical Miles
<b>Observation Time:</b>	18:53 Local	<b>Direction from Accident Site:</b>	4°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.09 inches Hg	<b>Temperature/Dew Point:</b>	20°C / 1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Nyssa, OR	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Nyssa, OR	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	home-unregistered none	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	2300 ft msl	<b>Runway Surface Condition:</b>	Dry; Soft
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	43.77461, -117.0315(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Blocher, Kristyn
<b>Additional Participating Persons:</b>	Thomas Weeks; Federal Aviation Administration; Boise, ID Jason Posey; Federal Aviation Administration; Boise, ID
<b>Original Publish Date:</b>	September 8, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=107154">https://data.nts.gov/Docket?ProjectID=107154</a>

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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](#).