



Aviation Investigation Final Report

Location:	Nyssa, Oregon	Accident Number:	WPR23LA168
Date & Time:	April 25, 2023, 19:00 Local	Registration:	N140D
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	Injuries:	1 Minor
Flight Conducted Under:	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

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

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

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Blocher, Kristyn
Additional Participating Persons:	Thomas Weeks; Federal Aviation Administration; Boise, ID Jason Posey; Federal Aviation Administration; Boise, ID
Original Publish Date:	September 8, 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=107154

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](#).