



Aviation Investigation Final Report

Location:	WEIR, Texas	Accident Number:	FTW00LA085
Date & Time:	February 19, 2000, 14:45 Local	Registration:	N76190
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot attempted to takeoff from his private 1,600-foot grass airstrip (runway 18) with a 'strong' tailwind. The pilot stated that the winds were from 360 degrees at 10 knots, gusting to 15 knots, and were stronger than he anticipated. He aborted the takeoff prior to the airplane becoming airborne at approximately the midpoint of the runway. During the aborted takeoff, the pilot initiated a right turn to avoid a fence at the departure end of the runway. The airplane skidded left, the left main gear collapsed, and the airplane departed the right side of the runway coming to rest upright in a grass field.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The delayed aborted takeoff by the pilot. Factors were the pilot's intentional ground loop/swerve and the tail wind.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ABORTED

Findings

1. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - TAILWIND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: TAKEOFF - ABORTED

Findings

3. (F) GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Factual Information

On February 19, 2000, at 1445 central standard time, a Cessna 140 tailwheel-equipped airplane, N76190, struck the terrain during an aborted takeoff from a private airstrip near Weir, Texas. The aircraft was owned and operated by the private pilot under 14 Code of Federal Regulations Part 91. The pilot received minor injuries, and the airplane sustained substantial damage. Visual meteorological conditions prevailed for the local flight, and a flight plan was not filed. The flight was originating at the time of the accident.

On the NTSB Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2), the 889-hour pilot reported that he attempted to takeoff from his private 1,600-foot grass airstrip (runway 18) with a "strong" tailwind. The pilot stated that the winds were from 360 degrees at 10 knots, gusting to 15 knots, and were stronger than he anticipated. The pilot aborted the takeoff prior to the airplane becoming airborne at approximately the midpoint of the runway. During the aborted takeoff, the pilot initiated a right turn to avoid a fence at the departure end of the runway. The airplane skidded left, the left main gear collapsed, and the airplane departed the right side of the runway coming to rest upright in a grass field.

The pilot had accumulated 824 hours in the same make and model airplane, and had operated from the same airstrip for 10 years.

According to a FAA inspector, who responded to the accident site, the left main landing gear collapsed, and the left wing folded upward.

Pilot Information

Certificate:	Private	Age:	66, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 1, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	889 hours (Total, all aircraft), 824 hours (Total, this make and model), 856 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N76190
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	10587
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	April 30, 1999 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	61 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3420 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C-85-12
Registered Owner:	ROBERT L. HOOPES	Rated Power:	85 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:45 Local	Type of Airspace:	Class E

Airport Information

Airport:	HOOPES PRIVATE AIRSTRIP NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	800 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	
Runway Length/Width:	1600 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Roach, Joyce
Additional Participating Persons:	ROBERT ARISPE; SAN ANTONIO , TX
Original Publish Date:	March 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=48648

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](#).