



Aviation Investigation Final Report

Location:	TULSA, Oklahoma	Accident Number:	FTW00LA134
Date & Time:	April 28, 2000, 12:15 Local	Registration:	N140RE
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the takeoff roll, the tailwheel equipped airplane drifted to the right side of the runway, and the pilot reduced the power to abort the takeoff. However, upon noticing that the airplane was heading toward a runway sign, the pilot added full power in an attempt to fly the airplane over the sign. The pilot veered the airplane to the left after noting that the airplane would not clear the sign. The right horizontal stabilizer struck the sign, and the airplane nosed over and came to rest inverted. No mechanical discrepancies were reported.

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 of the airplane during the takeoff roll. A factor was the runway sign struck by the aircraft.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

2. (F) OBJECT - SIGN

Factual Information

On April 28, 2000, at 1215 central daylight time, a Cessna 140, tailwheel equipped airplane, N140RE, struck a taxiway sign during the takeoff roll on runway 13 at the Richard Lloyd Jones Jr. Airport, near Tulsa, Oklahoma. The airplane was owned and operated by a private individual. The private pilot and his pilot rated passenger were not injured, and the airplane sustained substantial damage. Visual meteorological conditions prevailed for the personal local flight, and a flight plan was not filed for the 14 Code of Federal Regulation Part 91 flight. The flight was originating at the time of the accident.

The pilot reported that, during the takeoff roll, the airplane drifted to the right side of the runway, and he reduced the power to abort the takeoff. However, upon noticing that the airplane was heading toward a taxiway sign, he added full power in an attempt to fly over the sign. The airplane did not become airborne, so the pilot veered the airplane to the left in an attempt to avoid the sign. The right horizontal stabilizer struck the sign, and the airplane nosed over and came to rest inverted. The pilot stated that the winds were from 090 degrees at 8 knots. The automated surface observing system (ASOS) reported the wind from 100 degrees at 7 knots.

FAA inspectors and an aircraft mechanic examined the airplane on May 3, 2000. The right horizontal stabilizer was bent, and the right wing spar was twisted. No mechanical discrepancies were reported.

Pilot Information

Certificate:	Private	Age:	21,U
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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 11, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	308 hours (Total, all aircraft), 100 hours (Total, this make and model), 205 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N140RE
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	14564
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1495 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C-85
Registered Owner:	CLIFTON WALKER	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:	RVS ,638 ft msl	Distance from Accident Site:	
Observation Time:	12:16 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(RVS)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	12:15 Local	Type of Airspace:	Class D

Airport Information

Airport:	RICHARD LLOYD JONES JR. RVS	Runway Surface Type:	Asphalt
Airport Elevation:	638 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	
Runway Length/Width:	2807 ft / 50 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.059104,-95.940986(est)

Administrative Information

Investigator In Charge (IIC):	Roach, Joyce
Additional Participating Persons:	BRUCE RENGSTORF; OKLAHOMA CITY , OK
Original Publish Date:	January 18, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=49209

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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](#).