



Aviation Investigation Final Report

Location:	Powderly, Texas	Accident Number:	FTW02LA126
Date & Time:	April 22, 2002, 10:00 Local	Registration:	N89343
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was attempting to depart from runway 17. He stated that he had difficulty controlling the airplane during the takeoff roll and, subsequently, the airplane departed the left side of the runway. The airplane contacted muddy terrain, nosed over, and came to rest inverted. The pilot reported that, at the time of the accident the wind was from the east at 9 knots.

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 during the takeoff roll, which resulted in an encounter with muddy terrain and a nose over. Contributing factors to the accident were the crosswind and muddy terrain.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
 2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: NOSE OVER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

3. (F) TERRAIN CONDITION - MUDDY

Factual Information

On April 22, 2002, at 1000 central daylight time, a Cessna 140 airplane, N89343, was substantially damaged following a loss of directional control during the takeoff roll from the Powderly Airport, Powderly, Texas. The airplane was registered to and operated by the pilot. The airline transport pilot and his one passenger sustained minor injuries. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The local flight was originating at the time of the accident.

According to the pilot, he was attempting to depart from runway 17 (3,150' X 45'). The pilot reported that he had difficulty controlling the airplane during the takeoff roll and, subsequently, the airplane departed the left side of the runway. The airplane contacted muddy terrain, nosed over, and came to rest inverted. The pilot reported that, at the time of the accident, the wind was from the east at 9 knots. Additionally, the pilot reported that he had accumulated a total of 24,000 flight hours, of which 100 hours were in the Cessna 140.

The FAA inspector, who examined the airplane, reported that both wing attach points were structurally damaged, the wing struts were collapsed, and the engine mount was damaged.

Pilot Information

Certificate:	Airline transport; Flight engineer	Age:	70, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 12, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	October 31, 2001
Flight Time:	24000 hours (Total, all aircraft), 100 hours (Total, this make and model), 12000 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N89343
Model/Series:	140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	8371
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 12, 2001 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1977.6 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C-85-12F
Registered Owner:	Jack D. Burns	Rated Power:	85 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	N/A	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PRX,547 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	09:55 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	19°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Powderly, TX (48TE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	Unknown
Departure Time:	10:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	Powderly 48TE	Runway Surface Type:	
Airport Elevation:	535 ft msl	Runway Surface Condition:	
Runway Used:	17	IFR Approach:	
Runway Length/Width:	3150 ft / 45 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	33.770732,-95.529273(est)

Administrative Information

Investigator In Charge (IIC):	Ragogna, Jason
Additional Participating Persons:	Fredrick R Raymond; Federal Aviation Administration (FSDO); Dallas, TX
Original Publish Date:	August 26, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=54573

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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](#).