



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	MESQUITE, TX	<b>Accident Number:</b>	FTW94LA286
<b>Date &amp; Time:</b>	09/01/1994, 1916 CDT	<b>Registration:</b>	N66322
<b>Aircraft:</b>	CESSNA 150M	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

DURING A SERIES OF TOUCH AND GO LANDINGS THE STUDENT PILOT OBSERVED A STORM APPROACHING FROM THE SOUTH SO HE ELECTED TO MAKE THE NEXT APPROACH TO A FULL STOP. DURING FINAL APPROACH THE STUDENT PILOT HAD TROUBLE MAINTAINING CONTROL WHEN THE WIND 'SUDDENLY SHIFTED AND THE AIRPLANE REACTED VIOLENTLY TO THE TURBULENCE.' THE PILOT WAS ABLE TO LAND BUT THE AIRPLANE DEPARTED THE RUNWAY AND NOSED OVER. AN INSTRUCTOR PILOT/WITNESS CONFIRMED THE SUDDEN SHIFT IN THE WIND. THE APPROACHING STORM AND CHANGE IN WIND CONDITIONS WERE UNFORCASTED.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE UNFAVORABLE GUSTING WINDS. A FACTOR WAS THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL.

## Findings

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

### Findings

1. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - TURBULENCE
3. (C) WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - GUSTS

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Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	55
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	20 hours (Total, all aircraft), 19 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N66322
<b>Model/Series:</b>	150M 150M	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	PRECISION AVIATION	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-200-A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Overcast / 10000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>	32 °C	<b>Visibility</b>	25 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Airport Information

<b>Airport:</b>	PHIL L. HUDSON (HQZ)	<b>Runway Surface Type:</b>	Concrete
<b>Runway Used:</b>	35	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5006 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): ARNOLD W SCOTT, Adopted Date: 12/07/1994

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.