



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BOWIE, TX	<b>Accident Number:</b>	FTW93LA079
<b>Date &amp; Time:</b>	02/01/1993, 1645 CST	<b>Registration:</b>	N9199U
<b>Aircraft:</b>	CESSNA 150M	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

THE STUDENT PILOT WAS MAKING A FULL FLAP SOFT FIELD LANDING WHEN A GUST OF WIND MOVED THE AIRPLANE OFF THE RUNWAY AND ONTO GRASS DURING THE FLARE. THE PILOT RAISED THE FLAPS AND ADDED FULL POWER TO TAKE OFF FROM THE DENSE GRASS. HE THEN ABORTED THE TAKEOFF ATTEMPT AND THE AIRPLANE COLLIDED WITH A FENCE AND SEVERAL TREES.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT'S INADEQUATE COMPENSATION FOR THE GUSTY CROSSWIND, AND HIS IMPROPER DECISION TO ATTEMPT A TAKEOFF AFTER TOUCHING DOWN OFF THE RUNWAY SURFACE. FACTORS WHICH CONTRIBUTED TO THE ACCIDENT WAS THE GUSTING WIND CONDITION AND THE HIGH GRASS.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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

### Findings

3. (C) REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
4. (C) ABORTED LANDING - PERFORMED - PILOT IN COMMAND
5. (F) TERRAIN CONDITION - HIGH VEGETATION
6. OBJECT - TREE(S)
7. OBJECT - FENCE

## Factual Information

On February 1, 1993, at approximately 1645 central standard time, a Cessna 150M, N9199U, was substantially damaged when it impacted with a tree and a fence after an on ground loss of control occurred during takeoff from runway 35 at Bowie Municipal Airport, Bowie, Texas. The student pilot was not injured. Visual meteorological conditions prevailed for the solo instructional flight.

The information in the following paragraphs was reported to the Federal Aviation Administration (FAA) inspector by the student and the instructor. The intent of the flight from McKinney Municipal Airport to Bowie and return was for cross country navigation and solo touch and go training before taking the private pilot FAA check ride. It was reported that the student had landed on runway 35 using full flaps and a soft field method before shutting down on the ramp. He restarted the airplane and taxied for takeoff.

The student remained in the traffic pattern and proceeded to execute a simulated soft field landing to a touch and go. According to the student, the airplane had full flaps selected and an airspeed of approximately 60 knots. He stated that before touchdown, a wind gust moved the airplane off to the left side of the runway. He lost directional control of the airplane. One main landing gear touched onto the runway's surface and the other onto the grass. He then attempted to takeoff from the grass and raised the flaps. The airplane's main gear dragged in the dense grass for approximately 1,000 feet before the pilot aborted the takeoff attempt. The airplane impacted a fence and several trees approximately 250 feet west of the runway. The pilot reported the wind was from the north northeast at 5 knots, gusting to 10. He recalled that once the accident was "imminent" he reduced power and attempted to guide the airplane between the trees. See the student's flight track diagram, which is attached to his statement.

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	26, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	11/17/1992
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	40 hours (Total, all aircraft), 37 hours (Total, this make and model), 13 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9199U
Model/Series:	150M 150M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15078150
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	11/18/1992, 100 Hour	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	93 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6645 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	TEXINS ASSOCIATION	Rated Power:	100 hp
Operator:	TEXINS ASSOCIATION	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:	MCKINNEY, TX (TKI)	Type of Clearance:	None
Departure Time:	1640 CST	Type of Airspace:	Class G

## Airport Information

Airport:	BOWIE MUNI (0F2)	Runway Surface Type:	Asphalt
Airport Elevation:	1101 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	
Runway Length/Width:	3602 ft / 60 ft	VFR Approach/Landing:	Touch and Go

## 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>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	RAY WALL	<b>Report Date:</b>	02/18/1994
<b>Additional Participating Persons:</b>	HASKELL B WELLS; FORT WORTH, TX		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).