



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	VERNON, TX	<b>Accident Number:</b>	FTW93LA028
<b>Date &amp; Time:</b>	11/02/1992, 1030 CST	<b>Registration:</b>	N8199S
<b>Aircraft:</b>	CESSNA 150F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor

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

---

## Analysis

THE STUDENT PILOT WAS PERFORMING TOUCH AND GO LANDINGS AT THE UNCONTROLLED AIRPORT WHEN THE AIRPLANE STARTED TO PORPOISE AFTER TOUCHDOWN AND AIRCRAFT CONTROL WAS LOST. HE ATTEMPTED TO ABORT THE LANDING AND RECOVER FROM THE BOUNCING BY ADDING FULL POWER. THE AIRPLANE WAS SEEN BY EYEWITNESSES TO LEAVE THE RUNWAY SURFACE AND DRIFT LEFT IN A NOSE HIGH, RIGHT BANK ATTITUDE FOR APPROXIMATELY 200 YARDS AND THEN THE LEFT HORIZONTAL STABILIZER STRUCK A BUTANE TANK AND THE AIRPLANE CARTWHEELED TO IMPACT THE TERRAIN. THE FAA INSPECTOR DID NOT REPORT FINDING ANY MECHANICAL PROBLEMS WITH THE AIRPLANE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE. A FACTOR WAS THE STALL/MUSH.

## Findings

---

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

### Findings

1. TOUCH-AND-GO - PERFORMED - PILOT IN COMMAND
  2. PORPOISE/PILOT-INDUCED OSCILLATION - ENCOUNTERED - PILOT IN COMMAND
- 

Occurrence #2: MISCELLANEOUS/OTHER  
Phase of Operation: LANDING - ABORTED

### Findings

3. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND
  4. (F) STALL/MUSH - ENCOUNTERED - PILOT IN COMMAND
  5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

6. OBJECT - OTHER
- 

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<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>	08/26/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	25 hours (Total, all aircraft), 25 hours (Total, this make and model), 16 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N8199S
<b>Model/Series:</b>	150F 150F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15061799
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	11/18/1991, Annual	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>	223 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4300 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	BRANTLY HELO IND USA CO LTD	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	LATIMER, LAWRENCE	<b>Operating Certificate(s) Held:</b>	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	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:	(F05)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0830 CST	Type of Airspace:	Class G

## Airport Information

Airport:	WILBARGER CTY (F05)	Runway Surface Type:	Asphalt
Airport Elevation:	1264 ft	Runway Surface Condition:	Dry
Runway Used:	2	IFR Approach:	
Runway Length/Width:	5100 ft / 100 ft	VFR Approach/Landing:	Touch and Go

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	RAY WALL	Report Date:	09/28/1993
Additional Participating Persons:	CURT F MAHAFFEY; FORT WORTH, TX		
Publish Date:			
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 <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> .		

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