



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	SENECA, SC	<b>Accident Number:</b>	ATL99LA079
<b>Date &amp; Time:</b>	05/01/1999, 1715 EST	<b>Registration:</b>	N50943
<b>Aircraft:</b>	Cessna 150J	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor

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

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On May 1, 1999, about 1715 eastern daylight time, a Cessna 150J, N50943, collided with trees during climbout from a private airstrip near Seneca, South Carolina. The flight was operated by the private pilot under the provisions of Title 14 CFR Part 91 with no flight plan filed. Visual meteorological conditions prevailed at the time of the accident. The private pilot and passenger received minor injuries and the airplane was substantially damaged. The flight departed Pickens County Airport in Pickens, South Carolina, at 1700, enroute to Clemson, South Carolina.

After refueling at Pickens, the pilot and his son flew to a friend's private airstrip near, Seneca, South Carolina. After takeoff, the pilot flew directly to his friend's airstrip. Upon arriving at his friend's airstrip, they noticed that his friend's car was not there, so the pilot's son suggested they make a touch and go landing before returning home. The pilot established a final approach for a normal landing with 40 degrees of wing flaps. After the touch down the pilot stated that he retracted the flaps, but noticed during the initial climb that the flaps had only retracted to 30 degrees. As he continued the climb the pilot retracted the flaps another ten degrees. Shortly after retracting the flaps to 20 degrees the airplane lost lift and altitude, and collided with trees on the departure end of the runway.

No mechanical problems with the airplane were reported by the pilot. According to the Cessna 150 pilot's handbook, "flap deflections of 30 and 40 degrees are not recommended at any time for takeoff". Ten degrees of flap may be used for short or soft field takeoffs. The pilot stated that " in the future, wherever possible, I intend to stay off grass runways"; the departure runway was grass.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<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--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	02/14/1999
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3676 hours (Total, all aircraft), 150 hours (Total, this make and model), 250 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 5 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>	N50943
<b>Model/Series:</b>	150J 150J	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15069663
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	05/10/1999, Annual	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>	20 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4370 Hours	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	JAMES L. PIERSON	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	JAMES L. PIERSON	<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:	AND, 782 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1756 EST	Direction from Accident Site:	315°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	20° C / 4° C
Precipitation and Obscuration:			
Departure Point:	PICKENS CO, SC (LQK)	Type of Flight Plan Filed:	None
Destination:	OCONEE CO, SC (CUE)	Type of Clearance:	None
Departure Time:	1715 EST	Type of Airspace:	Class G

## Airport Information

Airport:	EDDIE WRIGHT (PVT)	Runway Surface Type:	Grass/turf
Airport Elevation:	800 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2500 ft / 80 ft	VFR Approach/Landing:	Touch and Go

## 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:	

## Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL
Additional Participating Persons:	TONY FINOCCHI
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> .