



# National Transportation Safety Board Aviation Accident Final 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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## Analysis

The pilot established a final approach for a touch and go landing. The pilot landed with 40 degrees of flaps, and during the takeoff phase of the touch and go procedure, he retracted the flaps to 10 degrees. He continued the climbout and retracted the remaining flaps in increments. As he retracted the flaps, the airplane lost altitude and collided with trees. No mechanical problems with the airplane were reported by the pilot. According to the pilot's handbook takeoff should not be accomplished with 30 or 40 degrees of flaps.

## 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 adequate airspeed which resulted in a stall and subsequent impact with trees.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) OBJECT - TREE(S)
2. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. (C) STALL - INADVERTENT - PILOT IN COMMAND

## Factual Information

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

Aircraft Make:	Cessna	Registration:	N50943
Model/Series:	150J 150J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15069663
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	05/10/1999, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	20 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4370 Hours	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	O-200-A
Registered Owner:	JAMES L. PIERSON	Rated Power:	100 hp
Operator:	JAMES L. PIERSON	Operating Certificate(s) Held:	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	Report Date:	05/12/2000
Additional Participating Persons:	TONY FINOCCHI		
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](#).