



National Transportation Safety Board Aviation Accident Data Summary

Location:	BRYAN, TX	Accident Number:	FTW99LA205
Date & Time:	08/01/1999, 1957 CDT	Registration:	N444UF
Aircraft:	Cessna 150L	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

During an instructional flight, the airplane stalled after the 750-hour flight instructor performed an abrupt pull-up to avoid colliding with powerlines while maneuvering. Witnesses at the airport reported that the airplane had been operating in the closed traffic pattern, performing touch-and-go landings on runway 14. They added that they heard the engine power being reduced from full power to idle and observed the airplane make a left turn and descend toward the south end of the airport. Instead of making a right turn for a downwind landing on 32, the airplane continued straight ahead, crossing perpendicular to the runway. The witnesses then heard an increase in engine power and observed the airplane enter a climb. The 15-hour student pilot receiving instruction told a witness that he saw the powerlines crossing their flight path, and 'they pulled up hard and barely missed them.' The witnesses reported that after clearing the powerlines, 'the left wing of the airplane dropped and the airplane appeared to stall and spin toward the ground.'

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight instructor's inadvertent stall while performing an evasive maneuver to avoid colliding with powerlines.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. OBJECT - WIRE, TRANSMISSION
2. (C) MANEUVER TO AVOID OBSTRUCTIONS - PERFORMED - PILOT IN COMMAND(CFI)
3. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND(CFI)

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	23
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
Flight Time:	750 hours (Total, all aircraft), 240 hours (Total, this make and model), 620 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N444UF
Model/Series:	150L 150L	Engines:	1 Reciprocating
Operator:	UNITED FLIGHT SYSTEMS INC.	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	O-200-A
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CLL, 321 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	3 knots / , 180°
Temperature:	32° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	COLLEGE STATION, TX (CLL)	Destination:	

Airport Information

Airport:	COULTER FIELD AIRPORT (CFD)	Runway Surface Type:	Asphalt
Runway Used:	14	Runway Surface Condition:	Dry
Runway Length/Width:	4000 ft / 75 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): HECTOR R CASANOVA Adopted Date: 11/30/2000

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, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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