



National Transportation Safety Board Aviation Accident Final Report

Location:	MORRISTOWN, TN	Accident Number:	MIA00LA037
Date & Time:	12/01/1999, 1700 EST	Registration:	N704YE
Aircraft:	Cessna 150M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

The student pilot was conducting solo touch and go landings, and on his third landing, as he was applying power for the takeoff, the airplane veered left. Despite his application of right rudder the airplane continued off the left edge of the runway, collapsing the nose landing gear, and striking the terrain with the right wingtip, inducing a left 'cartwheel'. The airplane came to rest in the grass on it's nose and left wing, having sustained wing spar and firewall damage.

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 directional control during the takeoff phase of a touch and go landing, and the subsequent skid off the runway and collapsed nose landing gear during the attempt to abort the takeoff.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ABORTED

Findings

2. TERRAIN CONDITION - GROUND

Occurrence #3: NOSE GEAR COLLAPSED
Phase of Operation: TAKEOFF - ABORTED

Factual Information

On December 1, 1999, about 1700 eastern standard time, a Cessna 150M, N704YE, registered to a private individual, operating as a Title 14 CFR Part 91 instructional flight, crashed on landing at Moore-Murrell Airport, Morristown, Tennessee. Visual meteorological conditions prevailed and no flight plan was filed. The airplane sustained substantial damage and the student pilot, the sole occupant, was not injured. The flight departed the same airport about 1 hour before the accident.

According to the student pilot, after his third touch-and-go landing, he applied power for the takeoff and the airplane began a left drift off the runway. Once into the grass, the right wing struck the ground, and the airplane "cartwheeled" to the left, coming to rest on the nose and left wing.

According to FAA personnel, the pilot stated that when the airplane skidded off the runway edge into soft dirt and grass, he elected to abort the takeoff. Before he got the airplane stopped, the nose landing gear collapsed, causing damage to both wing spars and the firewall.

Pilot Information

Certificate:	Student	Age:	40, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/27/1999
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	16 hours (Total, all aircraft), 6 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N704YE
Model/Series:	150M 150M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	15078972
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	11/26/1999, 100 Hour	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	38 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3732 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	J. B. MARSHALL	Rated Power:	100 hp
Operator:	J. B. MARSHALL	Operating Certificate(s) Held:	None
Operator Does Business As:	MORRISTOWN FLYING SERVICE	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MOR, 1313 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1700 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 12000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	6° C / -10° C
Precipitation and Obscuration:			
Departure Point:	(MOR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1600 EST	Type of Airspace:	Class E

Airport Information

Airport:	MOORE MURREL (MOR)	Runway Surface Type:	Asphalt
Airport Elevation:	1300 ft	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	5700 ft / 150 ft	VFR Approach/Landing:	Touch and Go; Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ALAN C STONE	Report Date:	11/30/2000
Additional Participating Persons:	JAMES MATTHEWS; NASHVILLE, TN		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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](#).