



National Transportation Safety Board Aviation Accident Final Report

Location:	PORTER, TX	Accident Number:	FTW87LA071
Date & Time:	03/02/1987, 1400 CST	Registration:	N714KG
Aircraft:	CESSNA 150M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

ACCORDING TO THE PILOT, HE WAS FLYING LOW OVER THE SAN JACINTO RIVER, APPROXIMATELY 50 FT AGL. DURING A DESCENDING RIGHT TURN THE AIRCRAFT CONTACTED A POWER LINE. THE AIRCRAFT CRASHED INTO THE RIVER CAUSING SUBSTANTIAL DAMAGE TO BOTH WING SPARS AND THE FUSELAGE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

1. (F) OBJECT - WIRE, TRANSMISSION
2. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
5. (C) JUDGMENT - POOR - PILOT IN COMMAND
6. (C) LOW PASS - PERFORMED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. (F) TERRAIN CONDITION - WATER, GLASSY

Factual Information

Pilot Information

Certificate:	Private	Age:	20, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/24/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	75 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N714KG
Model/Series:	150M 150M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15079230
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	O-200-A
Registered Owner:	JIM D. BACCUS	Rated Power:	100 hp
Operator:	JIM D. BACCUS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	IAH, 98 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1400 CST	Direction from Accident Site:	185°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 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:	19° C / 3° C
Precipitation and Obscuration:			
Departure Point:	PORTER, TX (9XS2)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	WILLIAMS (9XS2)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	RALPH L WILSON	Report Date:	03/30/1988
Additional Participating Persons:	TOM G WALENTA; HOUSTON, 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 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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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](#).