



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	HOUSTON, TX	<b>Accident Number:</b>	FTW86LRA10
<b>Date &amp; Time:</b>	03/01/1986, 1200 CST	<b>Registration:</b>	N19271
<b>Aircraft:</b>	CESSNA 150L	<b>Injuries:</b>	1 Serious, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

THE ACFT FAILED TO START SO THE CFI GOT OUT TO TURN THE PROP. THE MAG SWITCH WAS LEFT ON AND THE ENG FIRED AS THE CFI MOVED THE PROP BLADE. THE CFI WAS STRUCK BY THE BLADE AND SEROUSLY INJURED.

## Probable Cause

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

## Findings

Occurrence #1: PROPELLER/ROTOR CONTACT TO PERSON

Phase of Operation: STANDING - STARTING ENGINE(S)

### Findings

1. (C) JUDGMENT - POOR - FLIGHT INSTRUCTOR(ON GROUND)
2. (C) STARTING PROCEDURE - IMPROPER - FLIGHT INSTRUCTOR(ON GROUND)
3. (C) PROPER ASSISTANCE - NOT ATTAINED - FLIGHT INSTRUCTOR(ON GROUND)

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	30
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	443 hours (Total, all aircraft), 70 hours (Total, this make and model), 354 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N19271
<b>Model/Series:</b>	150L 150L	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	NORTHWEST FLIGHT CENTER	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-200
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	21 °C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Airport Information

<b>Airport:</b>	WEISER AIR PARK (T17)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	None
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	MACK A FREESTONE	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	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> .		

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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.