

From: [Patel, Rocky \(FAA\)](#)
To: [Wells, Timothy D \(FAA\)](#)
Cc: [Hebblethwaite, Larry \(FAA\)](#)
Subject: FW: Cessna 150 tail number 439WT Bradley Cottrell (Pilot statement)
Date: Monday, April 12, 2021 5:24:31 AM

Rakesh (Rocky) Patel
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Will Rogers Flight Standards District Office
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[REDACTED]

-----Original Message-----

From: Bradley Cottrell [REDACTED]
Sent: Sunday, April 11, 2021 9:07 PM
To: Patel, Rocky (FAA) [REDACTED]
Cc: [REDACTED]
Subject: Cessna 150 tail number 439WT Bradley Cottrell

On April the 10th at approximately 1:30 pm I was taking off in the Cessna 150 tail number 439WT on runway 35 at Tishomingo Airpark Oklahoma (0F9) and I had a pretty strong quartering wind out of the north west at the time of takeoff. The Airport was surrounded by tall trees. As I accelerated for take off at about 60 knots a gust of wind whipped my wing up and when I corrected it the Cessna was air-born. I was at full throttle and decided to let it fly and see if I could get the air speed up for climb out. As I tried to start to climb my airspeed wasn't accelerating very fast and seemed to even slow. With the trees ahead I made a decision to abort take off and put it back down. I landed just past the end of the runway but knew I had plenty grass to come to a stop but did not see the drainage ditch about 100 ft off the runway. I went down into it and back up and when I exited the drainage ditch my front wheel stuck in the soft grass and sandy soil due to rains the prior day. The nose wheel bent back causing the prop to hit the grass and stopped the plane nose down. There were no injuries and I was able to pull the airplane backwards to tie it down on the south ramp of the Tishomingo airport. Where it is tied down now. After looking back and rethinking it I feel that wind shear over the tree tops may have played a roll in keeping me down and slowing my acceleration and I feel I made the best decision to abort takeoff and not risk clipping the tops of the trees and a worse ending occur.

Dolphenwings