

NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

This form to be used for reporting civil and public aircraft accidents and incidents

BASIC INFORMATION

Accident/Incident Location

Nearest City/Place: EL DORADO State: TX

ZIP: 76936 Country: US

Latitude: 30.8602 N Longitude: 100.6009 W

(Enter in decimal degrees or degrees:minutes:seconds)

Accident/Incident Date/Time

Date: 08/26/2018 Local Time: 1900

mm/dd/yyyy

Time Zone: CDT

Collision with Other Aircraft: ☐ Midair ☐ On-ground ☒ None

AIRCRAFT INFORMATION

Registration Number: N1701Q *Provided by Owner*

Manufacturer: _____

Model: CESSNA 150

Serial Number: _____

Year of Manufacture: _____

Amateur-Built: ☐ Yes ☐ No If Yes: ☐ Kit/Plans ☐ Original Design Make: _____

- ☐ IFR-Equipped and Certified
☐ Commercial Space Flight
☐ Unmanned Aircraft

Maximum Gross Weight: _____ lbs

Weight at Time of Accident/Incident: _____ lbs

Number of Seats: _____ Flight Crew Seats: _____

Cabin Crew Seats: _____ Passenger Seats: _____

Number of Engines: _____

Category of Aircraft

- ☒ Airplane
☐ Balloon
☐ Blimp/Dirigible
☐ Glider
☐ Gyroplane
☐ Helicopter
☐ Powered Lift
☐ Rocket
☐ Ultralight
☐ Unknown

Type of Airworthiness Certificate

(Check all that apply)

Standard

- ☐ Normal
☐ Aerobatic
☐ Balloon
☐ Commuter
☐ Transport
☐ Utility

Special

- ☐ Restricted
☐ Limited
☐ Provisional
☐ Special Flight
☐ Experimental
☐ Special Light-Sport
☐ Experimental Light-Sport

- ☐ Certificate of Authorization or Waiver (COA)
☐ None ☐ Unknown

Landing Gear

(Check all that apply)

☐ Retractable

- ☒ Tricycle ☐ Tailwheel
☐ Amphibian ☐ High Skid
☐ Emergency Float ☐ Skid
☐ Float ☐ Ski
☐ Hull ☐ Ski/Wheel

☐ Other Launch/Recovery System

☐ None ☐ Unknown

Engine Type (Select one)

- ☒ Reciprocating ☐ Liquid Rocket
☐ Turbo Shaft ☐ Solid Rocket
☐ Turbo Prop ☐ Hybrid Rocket
☐ Turbo Jet ☐ None
☐ Turbo Fan ☐ Unknown
☐ Electric

Fuel System Type (Reciprocating)

- ☒ Carburetor ☐ Fuel-Injected

Engine	Engine Manufacturer	Engine Model/Series	Manufacturer's Serial Number	Date of Mfg. mm/dd/yyyy	Rated Power ☐ Horsepower or ☐ lbs of Thrust	Total Time (hours)	Time Since: Inspection (hours) Overhaul (hours)
Eng. 1							
Eng. 2							
Eng. 3							
Eng. 4							

Last Inspection Type

- ☐ 100-Hour ☐ Continuous Airworthiness
☐ AAIP ☐ Conditional Inspection
☐ Annual ☐ Unknown

Date Last Inspection: _____

mm/dd/yyyy

Airframe Total Time: _____ hrs

hours measured at (Select one)

☐ Last Inspection ☐ Time of Accident/Incident

Type of Maintenance Program (Select one)

- ☐ Annual
☐ Conditional (Amateur-built only)
☐ Manufacturer's Inspection Program
☐ Other Approved Inspection Program (AAIP)
☐ Continuous Airworthiness
☐ Other, specify: _____

Description of Fire Extinguishing System

- ☐ None
☐ Specify: _____

Propeller 1

- ☐ Fixed Pitch
☐ Controllable Pitch
☐ Ground Adjustable

Manufacturer: _____

Model: _____

Propeller 2

- ☐ Fixed Pitch
☐ Controllable Pitch
☐ Ground Adjustable

Manufacturer: _____

Model: _____

ELT Installed: ☒ Yes ☐ No

If Yes:

ELT Manufacturer: _____

Model or Part No.: _____

TSO No.: ☐ C91 (121.5 MHz) ☐ C91a (121.5 MHz)
☐ C126 (406 MHz)

Was ELT still mounted in aircraft? ☒ Yes ☐ No

Was ELT still connected to antenna? ☒ Yes ☐ No

Did ELT Activate? ☐ Yes ☒ No

If activated:

Did ELT Aid in Locating Aircraft? ☐ Yes ☐ No

If not activated: *landing did not activate*

- Indicate Reason: ☐ Impact Damage
☐ Fire Damage
☐ Battery Expired/Damaged
☐ Unknown
low impact landing inertia

Additional Equipment (Check all that apply)

- ☐ ADS-B
☐ Airframe Parachute
☐ Angle of Attack Indicator
☐ Autopilot
☐ Data Recorder
☐ Electronic Flight Bag or Handheld Device
☐ Electronic Multifunction Display
☐ Electronic Primary Flight Display
☐ Handheld GPS
☐ Heads Up Display
☐ Onboard Weather
☐ Satellite Tracking Device
☐ Stall Warning System
☐ Video Recording Device
☐ Other, Specify: _____

"FLIGHT CREWMEMBER 1" INFORMATION

"Flight Crewmember 1" Responsibilities at the Time of Accident/Incident

☒ Pilot ☐ Co-Pilot ☐ Student Pilot ☐ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew

"Flight Crewmember 1" was pilot flying ☒ Yes ☐ No

"Flight Crewmember 1" Identification

First Name: ROBERT

City of Residence: HOUSTON

Middle Initial: E

State: TX

ZIP: 77023-1421

Last Name: YOUNCE

Country: US

Age at time of Accident/Incident: 72

Date of Birth: mm/dd/yyyy

Certificate Number: mm/dd/yyyy

Degree of Injury

☒ None ☐ Fatal
☐ Minor ☐ Unknown
☐ Serious

Seat Occupied

☒ Left ☐ Front ☐ Unknown
☐ Right ☐ Rear
☐ Center ☐ Single

Restraint Type

Available

☐ None
☐ Lap only
☐ 3-point
☒ 4-point
☐ 5-point
☐ Unknown

Used

☐ None
☐ Lap only
☐ 3-point
☒ 4-point
☐ 5-point
☐ Unknown

Inflatable Restraints

☐ Not Installed
☐ Installed
☐ Not Deployed
☐ Deployed
☒ Unknown

Pilot Certificate(s) (Check all that apply)

☐ None ☐ Flight Instructor ☐ Commercial ☐ US Military
☐ Private ☐ Recreational ☐ Airline Transport ☐ Foreign
☐ Student ☐ Sport ☐ Flight Engineer

Principal Occupation

☐ Pilot
☐ Other
☐ Unknown

Medical Certificate

☐ None ☐ Class 3
☐ Class 1 ☐ Driver's License (Sport Pilot only)
☐ Class 2 ☐ Unknown

Medical Certificate Validity

☐ Without limitations/waivers ☐ Unknown
☐ With limitations/waivers ☐ N/A
☐ Special Issuance

Date of Last Medical

05/16/2018
mm/dd/yyyy

Medical Certificate Limitations

MUST USE CORRECTIVE LENSES

Medical Certificate Special Issuance

NO

Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks:

03/31/2018
mm/dd/yyyy

Flight Review Aircraft

Make: CESSNA

Model: 150

Airplane Rating(s)

(Check all that apply)

☐ None
☒ Single-Engine Land
☐ Single-Engine Sea
☐ Multiengine Land
☐ Multiengine Sea

Other Aircraft Rating(s)

(Check all that apply)

☒ None
☐ Airship
☐ Balloon
☐ Glider
☐ Gyroplane
☐ Helicopter
☐ Powered Lift

Instrument Rating(s)

(Check all that apply)

☒ None
☐ Airplane
☐ Helicopter
☐ Powered Lift

Instructor Rating(s)

(Check all that apply)

☒ None ☐ Instrument Airplane
☐ Airplane Single-Engine ☐ Instrument Helicopter
☐ Airplane Multi-Engine ☐ Helicopter
☐ Gyroplane ☐ Glider
☐ Powered Lift ☐ Sport

Type Ratings

SEL

Student Endorsements (Include dates)

LOST LOGBOOK, ESTIMATES:
2HR TAIL WHEEL, 1 HR HI PERFORMANCE, DUAL
INSTRUMENT 10-20HR, SEL,
3.7 HR INSTRUCTION & FLITE REVIEW 16MAY18.
ONLY CURRENT HRS ARE EXACT

Flight Time (Enter appropriate number of hours in each box)	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	250	110	250	0	25	0	30	0	0	0
Pilot in Command (PIC)	180	85	180	0	20	0	0	0	0	0
Time as Instructor	0	0	0	0	0	0	0	0	0	2
This Make/Model					10	0	20			
Last 90 Days	7	7	7	0	0		0	0	0	0
Last 30 Days	3	3	3	0	0		0	0	0	0
Last 24 Hours	3	3	3	0	0		0	0	0	0

* Estimated due to loss of Previous Logbook.

FLIGHT ITINERARY INFORMATION				
Last Departure Point Airport ID: <u>LVJ</u> City: <u>PEARLAND</u> State: <u>TX</u> Country: <u>US</u>		Time of Departure Time: <u>1530</u> Time Zone: <u>CENTRA</u>		Destination Airport ID: <u>PEQ</u> City: <u>PECOS</u> State: <u>TX</u> Country: <u>US</u>
				Type Flight Plan Filed ☒ None ☐ VFR/IFR ☐ Company VFR ☐ IFR ☐ Military VFR ☐ Unknown ☐ VFR Activated? ☐ Yes ☐ No ☐ Unknown
Type of ATC Clearance/Service (Check all that apply) ☐ None ☐ Special VFR ☐ Special IFR ☐ VFR Flight Following ☐ Cruise ☐ VFR ☐ IFR ☐ VFR On Top ☐ Traffic Advisory ☐ Unknown / NA				
Airspace where the accident/incident occurred (Check all that apply) ☐ Class A ☒ Class G ☐ Military Operations Area (MOA) ☐ Special ☐ Class B ☐ Demo Area ☐ Airport Advisory Area ☐ Air Traffic Control Area ☐ Class C ☐ Warning Area ☐ Jet Training Area ☐ Unknown ☐ Class D ☐ Prohibited Area ☐ TRSA ☐ Class E ☐ Restricted Area ☐ FAR 93				Altitude of In-Flight Occurrence: <u>2,500</u> ft msl
WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE				
Source of Pilot Weather Information (Check all that apply) ☐ National Weather Service ☐ Company ☐ Flight Service Station ☐ Military ☒ TV/Radio ☐ Internet ☒ Automated Report ☐ None ☐ Commercial Weather Service (DUATS) ☐ Unknown ☐ On-Board Weather			Weather Observation Facility Facility ID: <u>UNKOWN</u> Observation Time: _____ Time Zone: _____ Distance from Accident Site: _____ nm Direction from Accident Site: _____ degrees true	
Basic Conditions ☒ VMC ☐ IMC ☐ Unknown		Light Condition ☐ Dawn ☐ Dusk ☐ Dark Night ☐ Unknown ☒ Day ☐ Night ☐ Bright Night		
Sky/Lowest Cloud Condition ☐ Clear ☒ Thin Broken ☐ Few ☐ Thin Overcast ☐ Partial Obscuration ☐ Unknown ☐ Scattered Lowest Cloud Condition Height <u>6,000</u> ft agl		Ceiling ☐ None (Clear) ☐ Obscured ☒ Broken ☐ Indefinite ☐ Overcast ☐ Unknown Ceiling Height <u>6,000</u> ft agl		Temperature: _____ (C) or <u>85</u> (F) Dew Point: _____ (C) or _____ (F) Altimeter Setting: <u>29.03</u> in. Hg or _____ MB
Wind Direction ☒ Variable -or- Direction: _____ degrees true	Wind Speed ☒ Calm ☐ Light and Variable -or- Speed: _____ kts	Wind Gusts ☒ Not Gusting -or- Speed: _____ kts	Visibility <u>20-30</u> miles RVR: _____ feet RVV: _____ miles Density Altitude: <u>10,000</u> ft	
Intensity of Precipitation ☐ Light ☐ Moderate ☐ Heavy ☒ N/A ☐ Unknown	Type of Precipitation (Check all that apply) ☒ None ☐ Drizzle ☐ Freezing Rain ☐ Rain ☐ Ice Pellets ☐ Snow Shower ☐ Snow ☐ Snow Pellets ☐ Ice Pellets Shower ☐ Hail ☐ Snow Grains ☐ Freezing Drizzle ☐ Rain Showers ☐ Ice Crystals		Restriction to Visibility (Check all that apply) ☒ None ☐ Fog ☐ Blowing Dust ☐ Ground Fog ☐ Blowing Sand ☐ Haze ☐ Blowing Snow ☐ Ice Fog ☐ Blowing Spray ☐ Smoke ☐ Dust ☐ Unknown	
Icing Forecast Amount Type ☒ None ☒ N/A ☐ Trace ☐ Rime ☐ Light ☐ Clear ☐ Moderate ☐ Mixed ☐ Severe ☐ Unknown ☐ Unknown		Icing Actual Amount Type ☒ None ☒ N/A ☐ Trace ☐ Rime ☐ Light ☐ Clear ☐ Moderate ☐ Mixed ☐ Severe ☐ Unknown ☐ Unknown		Turbulence Type (Check all that apply) Severity ☒ None ☒ Light ☐ Clear Air ☐ Moderate ☒ Terrain-Induced ☐ Severe ☐ Convective Turbulence ☐ Extreme
NOTAMs (D and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident: NOT KNOWN				

DAMAGE TO AIRCRAFT AND OTHER PROPERTY**Aircraft Damage**

- ☐ None ☒ Substantial
☐ Minor ☐ Destroyed
 ☐ Unknown

Aircraft Fire

- ☒ None ☐ Both Ground and In-Flight
☐ In-Flight ☐ Fire at Unknown Time
☐ On-Ground ☐ Unknown

Aircraft Explosion

- ☒ None ☐ Both Ground and In-Flight
☐ In-Flight ☐ Explosion at Unknown Time
☐ On-Ground ☐ Unknown

Description of Damage to Aircraft and Other Property *(Use additional sheet if necessary)*

LEADING EDGE WING RASH & RIGHT TIP & NAV LIGHT BRUSH DAMAGE.
NOSE GEAR & FIREWALL DAMAGE BY PIPE ON GROUND
NON ROTATING PROP BENT BY GROUND STRIKE
RIGHT GEAR STRUT FAIRING FLEXATION DUE TO SIDE LOADS.
NO OTHER OBSERVED DAMAGE.

NARRATIVE HISTORY OF FLIGHT *(Please type or print in ink)*

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State departure time and and location, services obtained, and intended destination. Provide as much detail as possible. *see attached page "A"*

6. Complete and itemized repair estimate for the damage to the aircraft;*Provided by owner.*7. Copy of the Airworthiness Certificate and Registration;*Provided by owner.*8. Completed Loss Statement Form;*See enclosed file.**Narrative below.*

EXPLANATIVE HISTORY OF FLIGHT (Phase type or part if any)

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State departure time and and location, services obtained, and intended destination. Provide as much detail as possible.

NTSB STATEMENT 1SEP2018 BOBBY YOUNCE

Did planning with waypoint possible Junction and final Pecos, all flight within Texas. Waited local thunderstorms to clear, saw general clearing or high ceiling in route, planned to stop for fuel before or at JCT. Delay in takeoff due to Nr 1 at runup pad on RW 14 Pearland and 3 AC calling to land up to 7 mi out. Held for 2 landings & Piper I assumed with student due to long prep in runup. 5 to 8 min in hold area. Took off and headed W, 260-270deg under 1000 ft. called Hobby, was put on changes to Flight Following, flew as directed under & between rain, only encountered sprinkles. Handed off and continued FF, at a distance was informed to drop FF or climb above clouds due to radio signal. I picked to climb, had to go to 11,000. FF said to go even K+500, so I went to 10,500 over the tops. It was a long time, but clouds broke below. I requested my position, passing Austin, then south of Abilene, asked nearest airport and was told Junction and some others, but I had become concerned because I was near fuel limit. FF said I should call Unicom at 122.8 and sign off FF. I called any for FOB but was not able to get answer, (now realize that it was Sunday and it would be fine to just put down at any APT), and the wasted time put me past the ones I had seen. I went back to FF and informed no unicom contact and asked for nearest. He was replying when engine quit, so I said I was dead stick Mayday, and was landing. We were in contact during that, I did not talk on end of final. My alt was about 4,000, I was looking for APT, and getting more nervous when the prop stopped. That was startling, and I rocked the wings, went full rich and tried restart, which worked 15 seconds or less. Meanwhile I was scanning near and even distant LZs, saw highways too far north & south, (US 190 & 110), and a cattle lot near windmill with lots of brush, which looked bigger than I later saw, and a T of oilfield roads south of it. I had lost alt, picked the road T, knew I was close and high to take full advantage of the length, and there was a wire fence at the T end; however, even if the fence would damage the plane, it would stop it with better chances than the scrub trees on both sides of the road. I put the flaps later than I should have, so in this model they were probably not fully extended on touchdown nearing the top of the T. I raised the flaps on the ground before exiting but did not look at the indicator. The landing was very near the end of the road and steep and may have been hot, but I knew I had to touch before the fence and more trees, but it was nose high near stall at touchdown on road center or a little to the left. I did land smoothly, but lost control authority as it seemed to bounce and yaw or bank left. I was resigned to fate at that point. In the very short interval of the rollout it went to left, and left gear bumped a pipe (I saw later) which swiveled the nose, yet in the clear, and the contact collapsed the gear, causing the dead prop and cowling to touch the pipeline and I was nose 45deg stopped in 10 feet, no impact against the harness more than a quick stop in a car. A bag of candy spilled on the floor, almost no other displacement. I checked, was good, and unbuckled and exited. I informed FF I was on ground, he said is there injury or fire. I said none. FF said to call a number on cell, I called and signed off. Radio contact was relayed by a SW Airline pilot, which I learned later, and I thank him. I had good coverage and contacted Hobby and all others involved until picked up at 0130 by a deputy. The landing had not set off E.L.T. signal, so FAA asked me to manually activate. I did, and was picked up immediately. FAA and others called me and I called the N1701Q owner and everyone was very helpful. During the night FAA et al tried to direct the Sheriff Deputy to me, but they could not locate my GPS site. I later got a GPS satellite on my phone by accident, and it showed oil patch roads not otherwise visible. The owner stayed with me and concurred with my directional data and cajoled the Sheriff dispatcher to make the Deputy return after his 2230 out time. He finally did reach me with my relayed road descriptions, and I was able to wave my flashlight as a final guide. We retrieved baggage, he took me to Shaw's Motel, (across from the Sheriff's office), where the dispatcher had reserved me the last room in town. Next morning Mr. Frank Fortmann met me and we found the site after a two hour search, and he reported on the event.

correct as written:

RECOMMENDATION (How could this accident/incident have been prevented?)Operator/Owner Safety Recommendation

BETTER PREPARATION ON GROUND WITH MORE ALTERNATE APTS. MORE FAMILIARITY WITH SPECIFIC RADIO & NAV EQUIPMENT: EXTRA TIME USED TO SELECT & OBSERVE NAV OPTIONS.
LONG TIME ABOVE CLOUDS WAS ADVERSE TO GROUND & PROGRESS VISUALITY, LONGER REACTION TIMES TO DATA SEEMED TO PERTAIN.
FF WAS UNAWARE OF FUEL SITUATION UNTIL LAST MINUTES BECAUSE I HAD EXPECTED TO LAND IMMEDIATELY UPON RELEASE FROM FREQUENCY, BUT COULD NOT RAISE RADIO RESPONSE FROM UNICOM: IT WAS SUNDAY AFTER 5.
MY FIRST SIGHTING OF AN AIRPORT WAS THE BEST RESORT, BUT I CONTINUED TO TRY TO CONTACT UNICOMS, THEN RETURNED TO FF. POLITENESS WAS UNNECESSARY.
NOT SIGHTING OTHER AIRPORTS IN TIME WAS DUE TO POSSIBLE SUN ANGLE WHERE SHADING BLENDED COLORS, SO THAT IN UNFAMILIAR AREA, OPPORTUNITIES WERE NOT SEEN.
I WILL CONTINUE WITH MORE AND SPECIFIC TRAINING, UP TO & INCLUDING INSTRUMENT RATINGS AND OTHERS.
NOT FLYING OVER TIME MAY HAVE REQUIRED EXTRA EFFORT TO RECOGNIZE PITFALLS.

MECHANICAL MALFUNCTION/FAILURE (If more space is needed, continue on separate sheet)Was there Mechanical Malfunction/Failure? ☐ Yes ☒ No

(If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.)

Total Time/Cycles
On Part

_____ Hours

_____ Cycles

Time Since This Part
Inspected/Overhauled

_____ Hours

FUEL & SERVICES INFORMATION**Fuel on Board at Last Takeoff**

(Convert from pounds, as necessary)

26 _____ Gallons

Fuel Type☐ 80/87☐ 115/145☐ Jet B☐ Other, specify _____☒ 100 Low Lead☐ Jet A☐ JP8☐ 100/130☐ Jet A-1☐ Automotive

Other Services, if Any, Prior to Departure

Normal Preflight

EVACUATION OF AIRCRAFTWas an emergency evacuation of the aircraft performed? ☐ Yes ☒ No**Method of Exit** – Describe how the occupants exited and how many occupants evacuated each location

INSTRUMENTS AND IGNITION SHUTDOWN, ONLY MASTER AND AVIONICS ON, FLAPS UP.
REMOVED HARNESS, STEPPED OUT TO SURVEY WHILE IN COMMUNICATION ON RADIO & CELLPHONE.
ONLY OCCUPANT EXITED LEFT DOOR NORMALLY.

OTHER AIRCRAFT – COLLISION (If air or ground collision occurred, complete this section for other aircraft)

Aircraft Registration Number

NA

Manufacturer: _____

Model: _____

Damage to Other Aircraft☐ Destroyed☐ Minor☐ Substantial☐ None**Registered Owner of Other Aircraft**

Name: _____

City: _____

State: _____ ZIP: _____

Country: _____

Pilot of Other Aircraft

Name: _____

City: _____

State: _____ ZIP: _____

Country: _____

ADDITIONAL INFORMATION (Please type or print in ink)

Use this space if additional space is needed for any answers.

I have sent 7 pages in this response and other data has been provided by the owner.
pgs: 3,5,8,"A",10,11,+9.

14 Sep 2018

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE**Date of this Report**

09/05/2018

mm/dd/yyyy

Name of Pilot/Operator: ROBERT E YOUNCE**Signature:**

-- or --

☐ Check here to electronically sign this document**If a Person Other than Pilot/Operator is Filing Report****Name:** NA**Title:****Signature:**

-- or --

☐ Check here to electronically sign this document**FOR NTSB USE ONLY****NTSB Accident/Incident No.**

GAA18CA514

Reviewed by NTSB Regional Office

GAA

Name of Investigator

Kathryn Benhoff

Date Report Received

9/20/2018