

Air Safety Investigations Aircraft Incident/Accident Technical Report

Aircraft Incident/ Accident Information	Year: 1967	Make: Cessna	Model: 150G
	Serial number: 15064813		Registration: N4763X
Location: Ponta, TX		Date: 01-20-20	Time: 1220 CST
Aircraft Owner		Aircraft Operator	
Keith McElvain [REDACTED] Tyler, TX 75701-9219		Same as Aircraft Owner	
Report Information			
Air Safety Investigator: Jennifer D. Barclay		Report #: ASI-20-AE-T	Report date: 07-16-20

Airframe

Impact Sequence and Airframe Structure

The aircraft contacted a guy wire securing a television tower causing the separation of an approximately 5' section of the left outboard wing with aileron attached. The aircraft then impacted terrain in a nose-low, near vertical flight attitude approximately 1,200' from the base of the tower. Both wings sustained significant compression damage along the entire length of the leading edge. The empennage folded over the fuselage in a scorpion-like fashion. The upper rudder cap was separated, and the vertical stabilizer sustained crush damage to the left.



Wreckage overview after tail was moved, ASI-20-AE-010



Separated section of left outboard wing, ASI-20-AE-079



Wire marks on left outboard wing section, ASI-20-AE-081

Airframe Systems

Flight Control System Information		
Control lock: Undetermined		
Flight Control Cable Continuity		
Ailerons: See below	Elevators: See below	Rudder: See below
Aileron tab: Not applicable	Elevator tab: See below	Rudder tab: Not applicable
Flap and Trim Positions		
Flap indicator: Undt	Flap handle: Undt	Flap actuator: 0.3" ~ 0°
Elevator trim: Indicator: Undetermined		Actuator: 1.5" ~ Neutral

Remarks:

Partial control cable continuity was established due to compression damage to the cockpit and cabin area. Continuity was established from the tail flight control surfaces to approximately Fuselage Station (FS) 57 and from the aileron and flap bellcranks to the wing root.

Both control yokes were fractured. Rudder pedals were visible on the pilot side. No cables were observed due to impact damage to the fuselage.



Cockpit overview & FS 57 location, ASI-20-AE-060

Airframe Fuel System Condition, Controls, and Read Outs		
Fuel strainer screen: Undetermined	Fuel strainer bowl: Undetermined	
Main fuel tank gauge:	Left: Undetermined	Right: Undetermined
Fuel selector handle: Undetermined	Fuel selector valve: Undetermined	

Remarks:

The fuel selector handle and valve were not observed due to impact damage to the cockpit area. The right fuel tank separated with one portion remaining in the wing, another was located approximately 100' from the main wreckage. The left fuel cap was observed closed and secured; the right fuel cap was not observed.



Right fuel tank in wing, ASI-20-AE-038



Right fuel tank portion, ASI-20-AE-072

Landing Gear System Condition and Controls			
Gear position:	Nose: Fixed	Left: Fixed	Right: Fixed
Actuator position:	Nose: Not applicable	Left: Not applicable	Right: Not applicable
Landing gear selector: Not applicable			
Environmental System Controls and Read Outs			
Cabin heater: Undt	Cabin vent: Undt	Defrost: Undt	
Air conditioner: Not applicable	Oxygen system: Not applicable	Oxygen quantity: Not applicable	
Icing System Information and Switches			
Certified into known icing? No		De-icing boots installed? No	
Pitot heat: Undetermined		Stall heat: Not applicable	
Anti-ice:	Surface: Not applicable	Propeller: Not applicable	Windshield: Not applicable
ELT Information			
Installed? Yes	Manufacturer: Undt	Model: Undt	Type: P/AP/AF
Serial number: Undt	Battery due date: 08-12	Armed: Undetermined	Activated: Undetermined

Remarks:

All three landing gear remained attached to the aircraft. The nose landing gear was forced aft during the impact sequence.



Nose and left main landing gear, ASI-20-AE-110

Cabin and Equipment/Furnishings

Restraint System Information						
Seat	Occupied	Restraint type	Restraint used	Condition	Manufacturer	
1	Yes	2-Point	Yes	Cut by first responders	Non-OEM	
2	No	2-Point	N/A	Intact	Non-OEM	

Seat Condition Information					
Seat	Orientation	Feet intact	Back intact	Base intact	Rail intact
1	Forward facing	No	No	No	Undetermined
2	Forward facing	No	No	No	Undetermined

Remarks:



Seats, ASI-20-AE-065

Instrument Panel

Navigation Instruments							
Analog primary instruments				Autopilot type: Undetermined			
Suction gage: Undetermined		Magnetic compass: Undetermined			Clock: Undetermined		
	Left side				Left side		
Airspeed:	Undt			Turn coordinator (airplane):	Undt		
Attitude (pitch):	Undt			Turn coordinator (ball):	Undt		
Attitude (roll):	Undt			Heading indicator:	Undt		
Altimeter:	Undt			Heading "bug":	Undt		
Altimeter setting:	Undt			Vertical speed indicator:	Undt		
Communication and Navigation Radios							
Radio	Control	Active frequency	Stand-by frequency	Radio	Control	Active frequency	Stand-by frequency
Com 1:	Undt	Undetermined	Undetermined	Com 2:	Undt	Undetermined	Undetermined
Nav 1:	Undt	Undetermined	Undetermined	Nav 2:	Undt	Undetermined	Undetermined
Obs 1:	Undetermined			Obs 2:	Undetermined		
Transponder:	Mode: Undetermined		Active code: Undetermined		Stand-by code: Undetermined		
Electrical Switch Positions							
Master battery: Undetermined		Master alternator: Undetermined			Avionics 1: Undetermined		
Lighting Switch Positions							
Navigation: Undetermined		Rotating Beacon: Undetermined			Landing: Undetermined		
Taxi: Undetermined		Strobe: Undetermined			Instrument: Undetermined		
Ignition Switch Position							
Key: Both							

Remarks:

The instrument panel was destroyed during the impact sequence.

Powerplant Description

Engine Instruments					
Hour meter:	Undt	Tach RPM:	Undt	Tach hours:	Undt
Oil press:	Undt	Oil temp:	Undt	EGT:	Undt
Fuel press:	Undt	Fuel flow:	Undt	Ammeter:	Undt
Manifold press: Undt					
CHT: Undt					
Voltmeter: Undt					
Engine Control Positions					
	Cockpit	Engine		Cockpit	Engine
Throttle:	Undetermined	Undetermined	Cowl flaps:	Undetermined	Undetermined
Mixture:	Undetermined	Undetermined	Carburetor heat:	Undetermined	Undetermined
Propeller:	Undetermined	Undetermined	Primer:	Undetermined	
Engine Condition					
Engine attached to airframe: Partially			Propeller attached to engine: Yes		
Engine compression: Undetermined			Valve train continuity: Undetermined		
Vacuum pump drive shaft: Undetermined					
Engine Fuel System Condition					
Fuel pump drive shaft: Undetermined			Carburetor inlet screen: See below		
Fuel distribution valve screen: Not applicable			Fuel injectors: Not applicable		
Magnetos Condition					
Left magneto attached: No			Right magneto attached: Partially		
Left magneto spark: See below			Right magneto spark: Undetermined		
Spark Plug Condition (per Champion Check-A-Plug Card)					
	1	2	3	4	
Top	Undetermined	Undetermined	Undetermined	Undetermined	
Bottom	Undetermined	Undetermined	Undetermined	Undetermined	

Remarks:

The tachometer was identified in the wreckage; the needle was pegged at 2300.



Tachometer, ASI-20-AE-119

Propeller

The propeller remained attached to the engine. One blade was bent aft at the root; the second blade exhibited S-bending. Both blades had leading edge polishing and chordwise scratches.

Research & Testing

None.