



Aviation Investigation Final Report

Location:	LUBBOCK, Texas	Accident Number:	FTW85LA327
Date & Time:	August 17, 1985, 23:00 Local	Registration:	N714AE
Aircraft:	CESSNA 150M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE PLT WAS ADVISED THAT HE WAS CLEARED FOR AN INTERSECTION TAKEOFF ON RWY 17R. AFTER HIS RUN UP, THE PLT ATTEMPTED A NIGHT TAKEOFF TO THE NORTH ON AN UNLIGHTED TAXIWAY THAT RAN PARALLEL TO THE ACTIVE RUNWAY. CONTROLLERS ADVISED THE PILOT TO ABORT, WHICH HE DID, HOWEVER, HE WAS UNABLE TO STOP THE ACFT PRIOR TO RUNNING OFF THE END OF THE TAXIWAY. PLT STATED THAT HE HAD NOT APPLIED FULL BRAKING AS THE TAXIWAY WAS NOT LIT AND HIS LANDING LIGHT WAS INOP AND AS A RESULT HE COULD NOT SEE HOW MUCH TAXIWAY REMAINED. HE CITED HIS LACK OF FAMILIARITY WITH THE AIRPORT AS BEING THE REASON HE ATTEMPTED TO DEPART ON THE TAXIWAY. HE DID NOT EXPLAIN WHY HE ATTEMPTED TO DEPART TO THE NORTH WHEN HE WAS CLEARED TO SOUTH ON RUNWAY 17R.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings

1. (C) TERRAIN CONDITION - ROUGH/UNEVEN

2. (C) WRONG RUNWAY - INADVERTENT USE - PILOT IN COMMAND
3. (C) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT
4. (C) ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
5. (F) LIGHT CONDITION - DARK NIGHT
6. (C) INTERPRETATION OF INSTRUCTIONS - IMPROPER - PILOT IN COMMAND
7. (F) INSTRUCTIONS, WRITTEN/VERBAL - POOR - ATC PERSONNEL(LCL/GND/CLNC)

Factual Information

Pilot Information

Certificate:	Private	Age:	21, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
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:	May 2, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	84 hours (Total, all aircraft), 84 hours (Total, this make and model), 43 hours (Pilot In Command, all aircraft), 67 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N714AE
Model/Series:	150M 150M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15079020
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	January 26, 1985 Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4880 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	CLARENCE J. SURY	Rated Power:	100 Horsepower
Operator:	PEGASUS FLIGHT CENTER	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	LBB ,3281 ft msl	Distance from Accident Site:	
Observation Time:	22:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 12000 ft AGL	Visibility	15 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	FORT WORTH (FTW)	Type of Clearance:	VFR
Departure Time:	23:00 Local	Type of Airspace:	

Airport Information

Airport:	LUBBOCK INTL. LBB	Runway Surface Type:	Concrete
Airport Elevation:	3281 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	
Runway Length/Width:	11500 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.59082,-101.849067(est)

Administrative Information

Investigator In Charge (IIC): Wandel, Warren

Additional Participating Persons: JOYCE M SMITH; LUBBOCK , TX

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=21832>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).