



Aviation Investigation Final Report

Location:	Hernando, Florida	Accident Number:	ERA23LA222
Date & Time:	May 7, 2023, 21:35 Local	Registration:	N150VL
Aircraft:	Cessna 150M	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he and the pilot-rated passenger were practicing full-stop landings from the turf runway on a dark, moonless night. The passenger had already completed three full-stop landings and he had completed two. The accident flight was going to be his last landing. During a takeoff, he lost visual reference of the tree line along the side of the runway and contacted some treetops. The airplane subsequently impacted the ground and the leading edges of the wings, and fuselage were substantially damaged. The pilot and the passenger were seriously injured. The pilot reported that there were no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's failure to maintain adequate clearance from obstacles during takeoff at night.

Findings

Personnel issues	Identification/recognition - Pilot
Environmental issues	Tree(s) - Awareness of condition
Environmental issues	Dark - Effect on operation

Factual Information

History of Flight

Takeoff	Collision during takeoff/land (Defining event)
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Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	79, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	June 9, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 1, 2022
Flight Time:	10360 hours (Total, all aircraft), 3200 hours (Total, this make and model), 10069 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N150VL
Model/Series:	150M	Aircraft Category:	Airplane
Year of Manufacture:	1975	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15076672
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	March 1, 2023 100 hour	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	9408 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	O-200-A
Registered Owner:	FLYING LOW ENGINEERING INC	Rated Power:	100
Operator:	FLYING LOW ENGINEERING INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	INF,50 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	21:35 Local	Direction from Accident Site:	164°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	23°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hernando, FL	Type of Flight Plan Filed:	None
Destination:	Hernando, FL	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	TWELVE OAKS 5FL7	Runway Surface Type:	Grass/turf
Airport Elevation:	50 ft msl	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	2600 ft / 100 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	28.960089,-82.363098

Administrative Information

Investigator In Charge (IIC):	Boggs, Daniel
Additional Participating Persons:	Israel Marquin; FAA; Tampa, FL
Original Publish Date:	July 7, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=114705

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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](#).