



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Hillsboro, Texas                     | <b>Accident Number:</b> | CEN23LA136  |
| <b>Date &amp; Time:</b>        | March 1, 2023, 06:30 Local           | <b>Registration:</b>    | N3090X      |
| <b>Aircraft:</b>               | Cessna 150F                          | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         | Unknown or undetermined              | <b>Injuries:</b>        | N/A         |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

The student pilot reported that during the preflight inspection of his airplane, he discovered substantial damage to the left wing. A follow-on inspection later the same day revealed additional damage to the left main landing gear tire rim. A Federal Aviation Administration inspector examined the airplane and found additional damage to the left aileron and left elevator. Abrasion and asphalt marks on the underside of the wing tip and elevator appeared consistent with both having struck the ground. The inspector examined the ramp and runway for debris but found none. The top skin of the left wing near the tip was buckled upward. No other damage with the airplane was found.

The student pilot reported that he had last flown the airplane 17 days prior to his intended flight and that when he checked the tie-down chains two days before his intended flight because of an impending storm, everything with the airplane looked okay. He surmised to the FAA inspector that maybe a fuel truck impacted the parked airplane.

The damage observed was consistent with the airplane having been operated; however, based on the available information, the damage could not be conclusively associated with a specific ground operation or flight.

## Probable Cause and Findings

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

Substantial damage for reasons undetermined based on the available evidence.

## Findings

|                |                                    |
|----------------|------------------------------------|
| Not determined | (general) - Unknown/Not determined |
|----------------|------------------------------------|

## Factual Information

### History of Flight

|         |  |
|---------|--|
| Unknown | Unknown or undetermined (Defining event) |
|---------|--|

### Pilot Information

|                           |  |                                   |                  |
|---------------------------|--|-----------------------------------|------------------|
| Certificate:              | Student  | Age:                              | 46,Male          |
| Airplane Rating(s):       | Single-engine land   | Seat Occupied:                    | None             |
| Other Aircraft Rating(s): | None   | Restraint Used:                   | None             |
| Instrument Rating(s):     | None   | Second Pilot Present:             |                  |
| Instructor Rating(s):     | None   | Toxicology Performed:             |                  |
| Medical Certification:    | Class 3 None   | Last FAA Medical Exam:            | November 8, 2022 |
| Occupational Pilot:       | No   | Last Flight Review or Equivalent: | January 8, 2023  |
| Flight Time:              | (Estimated) 93 hours (Total, all aircraft), 93 hours (Total, this make and model), 54 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft) |                                   |                  |

### Aircraft and Owner/Operator Information

|                               |                                |                                |                 |
|-------------------------------|--------------------------------|--------------------------------|-----------------|
| Aircraft Make:                | Cessna                         | Registration:                  | N3090X          |
| Model/Series:                 | 150F                           | Aircraft Category:             | Airplane        |
| Year of Manufacture:          | 1966                           | Amateur Built:                 |                 |
| Airworthiness Certificate:    | Utility                        | Serial Number:                 | 15064490        |
| Landing Gear Type:            | Tricycle                       | Seats:                         | 2               |
| Date/Type of Last Inspection: | April 8, 2022 Annual           | Certified Max Gross Wt.:       | 1600 lbs        |
| Time Since Last Inspection:   |                                | Engines:                       | 1 Reciprocating |
| Airframe Total Time:          | 7017 Hrs as of last inspection | Engine Manufacturer:           | Continental     |
| ELT:                          | Installed, not activated       | Engine Model/Series:           | 0-200A          |
| Registered Owner:             | On file                        | Rated Power:                   | 100 Horsepower  |
| Operator:                     | On file                        | Operating Certificate(s) Held: | None            |

## Meteorological Information and Flight Plan

|   |                         |   |                  |
|---|-------------------------|---|------------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)            | <b>Condition of Light:</b>                  | Dawn             |
| <b>Observation Facility, Elevation:</b> | KINJ,685 ft msl         | <b>Distance from Accident Site:</b>         | 0 Nautical Miles |
| <b>Observation Time:</b>                | 05:35 Local             | <b>Direction from Accident Site:</b>        | 205°             |
| <b>Lowest Cloud Condition:</b>          | Scattered / 1200 ft AGL | <b>Visibility</b>                           | 7 miles          |
| <b>Lowest Ceiling:</b>                  | Broken / 7000 ft AGL    | <b>Visibility (RVR):</b>                    |                  |
| <b>Wind Speed/Gusts:</b>                | 8 knots /               | <b>Turbulence Type Forecast/Actual:</b>     | /                |
| <b>Wind Direction:</b>                  | 180°                    | <b>Turbulence Severity Forecast/Actual:</b> | /                |
| <b>Altimeter Setting:</b>               | 29.76 inches Hg         | <b>Temperature/Dew Point:</b>               | 20°C / 20°C      |
| <b>Precipitation and Obscuration:</b>   | Light - None - Rain     |   |                  |
| <b>Departure Point:</b>                 | Hillsboro, TX           | <b>Type of Flight Plan Filed:</b>           | None             |
| <b>Destination:</b>                     | Hillsboro, TX           | <b>Type of Clearance:</b>                   | None             |
| <b>Departure Time:</b>                  |                         | <b>Type of Airspace:</b>                    | Class G          |

## Airport Information

|                             |                                  |                                  |         |
|-----------------------------|----------------------------------|----------------------------------|---------|
| <b>Airport:</b>             | Hillsboro Municipal Airport KINJ | <b>Runway Surface Type:</b>      | Asphalt |
| <b>Airport Elevation:</b>   | 686 ft msl                       | <b>Runway Surface Condition:</b> | Dry     |
| <b>Runway Used:</b>         | 16/34                            | <b>IFR Approach:</b>             | Unknown |
| <b>Runway Length/Width:</b> | 3998 ft / 60 ft                  | <b>VFR Approach/Landing:</b>     | Unknown |

## Wreckage and Impact Information

|                            |     |                             |                       |
|----------------------------|-----|-----------------------------|-----------------------|
| <b>Crew Injuries:</b>      | N/A | <b>Aircraft Damage:</b>     | Substantial           |
| <b>Passenger Injuries:</b> |     | <b>Aircraft Fire:</b>       | None                  |
| <b>Ground Injuries:</b>    |     | <b>Aircraft Explosion:</b>  | None                  |
| <b>Total Injuries:</b>     | N/A | <b>Latitude, Longitude:</b> | 32.087,-97.09534(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Otterstrom, Kevin   |
| <b>Additional Participating Persons:</b> | Michael Lepore ; FAA FSDO ; North Texas , TX  |
| <b>Original Publish Date:</b>            | June 29, 2023   |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class 4</a>   |
| <b>Note:</b>                             | The NTSB did not travel to the scene of this accident.  |
| <b>Investigation Docket:</b>             | <a href="https://data.nts.gov/Docket?ProjectID=106896">https://data.nts.gov/Docket?ProjectID=106896</a> |

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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](#).