



Aviation Investigation Final Report

Location:	Siler City, North Carolina	Accident Number:	GAA17CA546
Date & Time:	September 20, 2017, 15:30 Local	Registration:	N6250T
Aircraft:	Cessna 150	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, during a time-building, cross-country flight, the airplane had multiple mechanical malfunctions. On the fourth leg of the flight, he departed the airport and noticed that the airplane was low on fuel. He flew to a nearby airport, landed, and added 10 gallons of fuel.

After fueling, the airplane would not start, and the pilot asked maintenance personnel to jump the airplane's battery. Then, during taxi to the runway, he noticed that the "radios and other electronics" were inoperative, but he continued to the runway. During the takeoff roll, he was startled by a loud noise in his headset, which he believed came from the airplane's communication radio. He attempted to assess the problem during the takeoff roll, and the airplane veered off the right side of the runway into the safety area.

After regaining control, he taxied back to the approach end of the runway. He performed a flight control check and an engine power check and departed the airport.

The pilot reported that he then landed at a nontowered airport "to check out the aircraft." He performed another flight control check and an engine run-up but did not exit the airplane "because of the starting issue." The pilot then departed for the destination airport. He reported that he landed the airplane and taxied to parking. He recalled that he performed a postflight check of the airplane, but "other than grass and grass stains [he] did not see any damage."

Later that evening, the airplane's owner informed the pilot that the left wing was damaged.

The airplane sustained substantial damage to the left-wing spar and aileron.

Probable Cause and Findings

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

The pilot's improper decision to take off with known electrical issues, which distracted him and led to a loss of directional control during the takeoff roll.

Findings

Personnel issues	Aircraft control - Pilot
Personnel issues	Situational awareness - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Enroute	Miscellaneous/other
Takeoff	Sys/Comp malf/fail (non-power)
Takeoff	Collision during takeoff/land (Defining event)
Takeoff	Runway excursion

Pilot Information

Certificate:	Private	Age:	67,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	March 1, 2017
Occupational Pilot:		Last Flight Review or Equivalent:	December 27, 2016
Flight Time:	(Estimated) 147 hours (Total, all aircraft), 7 hours (Total, this make and model), 43 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6250T
Model/Series:	150 E	Aircraft Category:	Airplane
Year of Manufacture:	1964	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15060950
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	July 26, 2017 Annual	Certified Max Gross Wt.:	1601 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6162 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	C91 installed, not activated	Engine Model/Series:	O-200 SERIES
Registered Owner:		Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KHBI, 673 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	19:30 Local	Direction from Accident Site:	261°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lexington, NC (EXX)	Type of Flight Plan Filed:	VFR
Destination:	Lexington, NC (EXX)	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	SILER CITY MUNI SCR	Runway Surface Type:	Asphalt
Airport Elevation:	615 ft msl	Runway Surface Condition:	Dry
Runway Used:	04	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.704166,-79.504165(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Clinton Festa ; FAA; Greensboro, NC
Original Publish Date:	April 23, 2018
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=96054

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