



Aviation Investigation Final Report

Location:	South Saint Paul, Minnesota	Accident Number:	CEN23LA420
Date & Time:	September 17, 2023, 13:00 Local	Registration:	N6398G
Aircraft:	Cessna 150K	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was performing touch-and-go landings. After the first landing and during the takeoff roll, he experienced difficulty maintaining directional control of the airplane and aborted the takeoff. The pilot taxied the airplane back to the runway and departed again. After landing, the pilot applied full power for takeoff and the airplane veered right of the runway centerline. He applied brakes as the airplane exited the runway and impacted a taxiway sign. The airplane came to rest in a grassy area adjacent to the runway and sustained substantial damage to the fuselage. The pilot stated that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The pilot noted that he positioned his seat too far forward which prevented him from differentiating between rudder and brake inputs. He further stated that if he had used an additional seat cushion, he could have positioned the pilot's seat further aft and prevented the inadvertent brake inputs.

Probable Cause and Findings

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

The pilot's inadvertent brake application during takeoff which resulted in a loss of directional control and runway excursion. Contributing to the accident was the pilot's improper seat position.

Findings

Aircraft	Directional control - Not attained/maintained
Aircraft	Brake - Unintentional use/operation
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Prior to flight	Preflight or dispatch event
Landing	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Commercial	Age:	77,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed Unknown	Last FAA Medical Exam:	October 13, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 11, 2022
Flight Time:	(Estimated) 354.6 hours (Total, all aircraft), 7.7 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6398G
Model/Series:	150K	Aircraft Category:	Airplane
Year of Manufacture:	1970	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	150-71898
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	August 13, 2023 Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5786.8 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-200A
Registered Owner:	CROWNED EAGLE AVIATION LLC	Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSGS, 820 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:55 Local	Direction from Accident Site:	142°
Lowest Cloud Condition:	Scattered / 3100 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 4200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	19°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	South Saint Paul, MN	Type of Flight Plan Filed:	None
Destination:	South Saint Paul, MN	Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	South St. Paul Municipal Airport KSGS	Runway Surface Type:	Asphalt
Airport Elevation:	821 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	Unknown
Runway Length/Width:	4002 ft / 100 ft	VFR Approach/Landing:	Stop and go;Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	44.858627,-93.034811(est)

Administrative Information

Investigator In Charge (IIC):	Galbraith, Damian
Additional Participating Persons:	Gregory Thurston; FAA; Minneapolis , MN
Original Publish Date:	April 12, 2024
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=193125

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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](#).