



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Yukon, Oklahoma	Accident Number:	CEN23LA075
Date & Time:	January 3, 2023, 17:04 Local	Registration:	N7769E
Aircraft:	Cessna 150	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while practicing stop-and-go landings on runway 35L in a tailwheel-equipped airplane, the airplane touched down, rolled a few feet, and then veered to the left. The pilot “immediately put in right rudder” to bring the airplane back to runway centerline. The airplane nosed over and came to rest inverted in the grass. The airplane sustained substantial damage to the vertical stabilizer, and right wing. After the accident, the pilot said that he “hit the brakes too hard” when the airplane departed the side of the runway. In a separate written statement, the pilot stated that perhaps a gust of wind struck the tail during the landing roll out. Reported wind at the time of the accident was from 300° at 7 knots. The pilot reported there were no mechanical malfunctions or failures that would have precluded normal operations.

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 directional control during the landing roll.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Other weather encounter
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Runway excursion
Landing-landing roll	Roll over

Pilot Information

Certificate:	Airline transport	Age:	79,Male
Airplane Rating(s):	Single-engine land; Multi-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:	
Medical Certification:	BasicMed	Last FAA Medical Exam:	May 1, 2021
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4191 hours (Total, all aircraft), 0 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7769E
Model/Series:	150	Aircraft Category:	Airplane
Year of Manufacture:	1959	Amateur Built:	
Airworthiness Certificate:	Unknown	Serial Number:	17569
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	O-200
Registered Owner:	EDWARDS SAMUEL T	Rated Power:	
Operator:	EDWARDS SAMUEL T	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	KRCE, 1355 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:35 Local	Direction from Accident Site:	148°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.83 inches Hg	Temperature/Dew Point:	9°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Yukon, OK	Type of Flight Plan Filed:	None
Destination:	Yukon, OK	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Clarence E. Page-Cimmaron-Yukon Municipal Airport RCE	Runway Surface Type:	Concrete
Airport Elevation:	1359 ft msl	Runway Surface Condition:	Dry
Runway Used:	35L	IFR Approach:	Unknown
Runway Length/Width:	6014 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.4887,-97.8213

Administrative Information

Investigator In Charge (IIC):	Abraham, Laura
Additional Participating Persons:	Laurence Schreiber; FAA; Oklahoma City, OK
Original Publish Date:	March 30, 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=106558

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).