



Aviation Investigation Final Report

Location:	Chelan, Washington	Accident Number:	WPR23LA276
Date & Time:	July 18, 2023, 13:50 Local	Registration:	N300SS
Aircraft:	Cessna 150F	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	N/A
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel equipped airplane reported that, during the landing roll the airplane veered left, he attempted to correct with opposite right rudder. The airplane then ground looped, the right wing struck the surface, and the airplane nosed over coming to rest inverted. The airplane sustained substantial damage to the empennage. The pilot reported that there were no preaccident mechanical failures or malfunctions 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 loss of directional control during the landing roll, which resulted in a ground loop and subsequent nose over.

Findings

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

Factual Information

History of Flight

Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	52,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	February 10, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 31, 2021
Flight Time:	277.9 hours (Total, all aircraft), 251 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft), 0.7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N300SS
Model/Series:	150F	Aircraft Category:	Airplane
Year of Manufacture:	1966	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15062792
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 15, 2023 100 hour	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2538 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320 D2A
Registered Owner:	On file	Rated Power:	160 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:	KEAT, 1239 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	13:55 Local	Direction from Accident Site:	200°
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:	340°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	27°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Loomis, WA	Type of Flight Plan Filed:	VFR
Destination:	Chelan, WA (S10)	Type of Clearance:	None
Departure Time:	01:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	Lake Chelan Airport S10	Runway Surface Type:	Asphalt
Airport Elevation:	1263 ft msl	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	3506 ft / 60 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	N/A	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	N/A	Latitude, Longitude:	47.86601,-119.9427

Administrative Information

Investigator In Charge (IIC):	Johnson, Scott
Additional Participating Persons:	Paul Lucas; Federal Aviation Administration; Spokane, WA
Original Publish Date:	November 2, 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=192660

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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](#).