



Aviation Investigation Final Report

Location:	Mattituck, New York	Accident Number:	ERA23LA169
Date & Time:	March 27, 2023, 15:50 Local	Registration:	N50133
Aircraft:	Cessna 150H	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated he went flying in windy conditions and that during landing, a crosswind “blew” the airplane to the left side of runway 19. He attempted to realign the airplane with the runway centerline, however, the nose “dropped sharply.” The pilot tried to bring the nose up again, but the nose landing gear struck the runway “hard.” The nose landing gear collapsed and the airplane came to rest off the left side of the runway. During the accident sequence, the main wing spar was substantially damaged. The pilot reported that there were no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation. The recorded wind 9 nautical miles southwest of the airport, three minutes after the accident was from 120° at 4 kts.

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 control of the airplane during the landing, which resulted in a hard landing and runway excursion.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Descent/approach/glide path - Not attained/maintained

Factual Information

History of Flight

Landing	Loss of control in flight (Defining event)
Landing	Hard landing
Landing	Runway excursion

Pilot Information

Certificate:	Private	Age:	84,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:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	August 1, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 18, 2021
Flight Time:	575 hours (Total, all aircraft), 575 hours (Total, this make and model), 575 hours (Pilot In Command, all aircraft), 1.75 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N50133
Model/Series:	150H	Aircraft Category:	Airplane
Year of Manufacture:	1968	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	15069081
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	July 1, 2022 Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2517 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	O-200-A
Registered Owner:	STEPNOSKI BERNARD L	Rated Power:	100
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:	FOK,43 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	204°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 11000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	11°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mattituck, NY	Type of Flight Plan Filed:	None
Destination:	Mattituck, NY	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	MATTITUCK 21N	Runway Surface Type:	Asphalt
Airport Elevation:	30 ft msl	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	2000 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.990677,-72.535021(est)

Administrative Information

Investigator In Charge (IIC):	Boggs, Daniel
Additional Participating Persons:	John Harris; FAA/FSDO; Farmingdale, NY
Original Publish Date:	June 23, 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=106968

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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](#).