



Aviation Investigation Final Report

Location:	Montevideo, Minnesota	Accident Number:	CEN23LA109
Date & Time:	February 4, 2023, 13:00 Local	Registration:	N1982Z
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 stated he touched down with a small bounce, drifted to the right edge of the runway, and caught the right main tire in the deep snow. The airplane nosed over and came to rest inverted which resulted in substantial damage to the left wing and vertical stabilizer. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The Cessna 150 had been converted to a tailwheel configuration.

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

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

Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	57,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:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 20, 2023
Occupational Pilot:		Last Flight Review or Equivalent:	September 30, 2021
Flight Time:	90 hours (Total, all aircraft), 90 hours (Total, this make and model), 53 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1982Z
Model/Series:	150 C	Aircraft Category:	Airplane
Year of Manufacture:	1962	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15059782
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 15, 2022 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6252 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	O-200A
Registered Owner:	On file	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:	KMVE, 1034 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:35 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	None /
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.77 inches Hg	Temperature/Dew Point:	-1°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Montevideo, MN	Type of Flight Plan Filed:	None
Destination:	Montevideo, MN	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Montevideo-Chippewa County Airport KMVE	Runway Surface Type:	Asphalt
Airport Elevation:	1034 ft msl	Runway Surface Condition:	Dry;Snow
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	3999 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

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:	44.97,-95.71(est)

Administrative Information

Investigator In Charge (IIC):	Rutt, Brian
Additional Participating Persons:	Gregory Thurston; FAA - MPLS FSDO; MN
Original Publish Date:	March 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=106739

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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](#).