



Aviation Investigation Final Report

Location:	Sherman, Texas	Accident Number:	CEN23LA339
Date & Time:	July 31, 2023, 10:18 Local	Registration:	N6837F
Aircraft:	Cessna 150F	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, during the landing roll, a gust of wind lifted the right wing of the airplane. The pilot was unable to maintain directional control and the airplane departed the left side of the runway and nosed over in a grassy area adjacent to the runway. The airplane sustained substantial damage to the engine mount, firewall, left wing, vertical stabilizer, and rudder.

An examination of the airplane revealed 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 failure to maintain directional control during the landing roll, which resulted in a runway excursion and nose over.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Delayed action - Pilot
Environmental issues	(general) - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing	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:	Unknown
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:	March 22, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 5, 2022
Flight Time:	(Estimated) 260 hours (Total, all aircraft), 190 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6837F
Model/Series:	150F	Aircraft Category:	Airplane
Year of Manufacture:	1966	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15063437
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	January 16, 2023 Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	11.9 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2848.6 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C126 installed, activated, aided in locating accident	Engine Model/Series:	O-200-A
Registered Owner:	SKYBERJET 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:	KGYI,749 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	09:50 Local	Direction from Accident Site:	320°
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:	100°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	34°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rockwall, TX (F46)	Type of Flight Plan Filed:	None
Destination:	Sherman, TX	Type of Clearance:	None
Departure Time:	09:35 Local	Type of Airspace:	Class E

Airport Information

Airport:	Sherman Municipal Airport KSWI	Runway Surface Type:	Asphalt
Airport Elevation:	746 ft msl	Runway Surface Condition:	Unknown
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	4000 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:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.628151,-96.586893(est)

Administrative Information

Investigator In Charge (IIC):	Galbraith, Damian
Additional Participating Persons:	Michael Lepore; FAA; TX
Original Publish Date:	November 16, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=192755

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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](#).