



Aviation Investigation Final Report

Location:	Montrose, Colorado	Accident Number:	CEN23LA416
Date & Time:	September 21, 2023, 09:55 Local	Registration:	N5460Q
Aircraft:	Cessna 150L	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during the third stop-and-go landing, the airplane touched down and veered to the left. The pilot attempted to correct with opposite rudder; however, the pilot encountered an unexpected wind gust, and the airplane weather vaned to the right. The airplane ground looped to the right, partially collapsing the left main landing gear, and came to rest upright. The airplane sustained substantial damage to the forward fuselage structure. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation. At the time of the accident, the pilot was landing on runway 17 with wind from 200° at 12 knots and gusting to 21 knots.

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 with a gusting quartering headwind.

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

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	49,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	May 16, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 9, 2023
Flight Time:	6205 hours (Total, all aircraft), 88 hours (Total, this make and model), 3210 hours (Pilot In Command, all aircraft), 207 hours (Last 90 days, all aircraft), 69 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5460Q
Model/Series:	150L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15073360
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 8, 2023 Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3963 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2D
Registered Owner:	On file	Rated Power:	150 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:	KMTJ, 5707 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	324°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 21 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	22°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Montrose, CO	Type of Flight Plan Filed:	None
Destination:	Montrose, CO	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	MONTROSE RGNL MTJ	Runway Surface Type:	Asphalt
Airport Elevation:	5758 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	10000 ft / 150 ft	VFR Approach/Landing:	Stop and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.501476,-107.89478(est)

Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	Susan Braund; FAA; Salt Lake City, UT
Original Publish Date:	November 9, 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=193121

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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](#).