



# Aviation Investigation Final Report

<b>Location:</b>	Marble Canyon, Arizona	<b>Accident Number:</b>	WPR23LA335
<b>Date &amp; Time:</b>	September 4, 2023, 10:30 Local	<b>Registration:</b>	N9328U
<b>Aircraft:</b>	Cessna 150M	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision with terr/obj (non-CFIT)	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that while departing, the airplane climbed to an altitude of 20 feet above the ground. The airspeed began decreasing, and the airplane started descending. The pilot pitched down as the stall warning sounded. The airplane impacted the terrain, collapsing the nose wheel and substantially damaging the left wing. The pilot stated the airplane had encountered windshear and 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 airplane control after an encounter with windshear during takeoff which resulted in collision with terrain.

## Findings

<b>Environmental issues</b>	Windshear - Contributed to outcome
<b>Aircraft</b>	Climb rate - Attain/maintain not possible

## Factual Information

### History of Flight

Takeoff	Other weather encounter
Takeoff	Collision with terr/obj (non-CFIT) (Defining event)

### Pilot Information

Certificate:	Commercial; Flight instructor; Private	Age:	22, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	None
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	November 3, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 30, 2022
Flight Time:	1032 hours (Total, all aircraft), 194 hours (Total, this make and model), 882 hours (Pilot In Command, all aircraft), 237 hours (Last 90 days, all aircraft), 108 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Co-pilot Information

Certificate:	Private	Age:	17, Male
Airplane Rating(s):	Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	None
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	November 15, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 7, 2023
Flight Time:	80 hours (Total, all aircraft), 7 hours (Total, this make and model), 46 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9328U
<b>Model/Series:</b>	150M	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1976	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15078277
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	August 20, 2023 Annual	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>	49 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4614.5 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KPGA, 4288 ft msl	<b>Distance from Accident Site:</b>	11 Nautical Miles
<b>Observation Time:</b>	10:53 Local	<b>Direction from Accident Site:</b>	55°
<b>Lowest Cloud Condition:</b>	Few / 7500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.97 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	San Juan, UT (Noki)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Marble Canyon, AZ (L41)	<b>Type of Clearance:</b>	VFR; None
<b>Departure Time:</b>	10:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	MARBLE CANYON L41	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	3603 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	21	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3715 ft / 35 ft	<b>VFR Approach/Landing:</b>	Full stop;Stop and go;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	36.810806,-111.64444

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Johnson, Scott
<b>Additional Participating Persons:</b>	Michael McComb; Federal Aviation Administration; Las Vegas, NV
<b>Original Publish Date:</b>	January 10, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=193012">https://data.nts.gov/Docket?ProjectID=193012</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).