



Aviation Investigation Final Report

Location:	Peyton, Colorado	Accident Number:	CEN21LA099
Date & Time:	December 21, 2020, 16:25 Local	Registration:	N5937G
Aircraft:	Cessna 150K	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot was performing touch-and-go landings. During the landing roll, the student pilot intended to retract the flaps, but accidentally extended the flaps further. While correcting the flap setting, the student pilot transferred his attention inside the cockpit and the airplane veered to the left. The student pilot pulled the throttle back before the airplane departed the side of the runway. The airplane's nose wheel collapsed, and the airplane came to rest in the grass resulting in substantial damage to the fuselage. An examination of the airplane did not reveal any flight control anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The student pilot did not maintain directional control of the airplane while landing.
Contributing to the accident was the pilot's diverted attention to the incorrect flap setting.

Findings

Personnel issues	Task monitoring/vigilance - Pilot
Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Landing gear collapse

Student pilot Information

Certificate:	Student	Age:	22,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	October 15, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 9 hours (Total, all aircraft), 1 hours (Total, this make and model), 9 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5937G
Model/Series:	150K K	Aircraft Category:	Airplane
Year of Manufacture:	1969	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15071437
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	12499 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	0-320 SERIES
Registered Owner:	DOOMAC LLC DBA	Rated Power:	180 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:	KFLY, 6877 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:35 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.15 inches Hg	Temperature/Dew Point:	6°C / -5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Peyton, CO	Type of Flight Plan Filed:	None
Destination:	Peyton, CO	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	MEADOW LAKE FLY	Runway Surface Type:	Asphalt
Airport Elevation:	6877 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	6000 ft / 60 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.945668,-104.57116(est)

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason
Additional Participating Persons:	Joseph Chavez; FAA Dlight Srabdards District Office; Denver, CO
Original Publish Date:	August 20, 2021
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=102460

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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](#).