



Aviation Investigation Final Report

Location:	Superior, Arizona	Accident Number:	WPR26LA179
Date & Time:	May 10, 2026, 13:27 Local	Registration:	N6067J
Aircraft:	Cessna A150L	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during the takeoff portion of a touch-and-go landing, he initiated the takeoff with the flaps remaining in the fully extended landing position instead of retracting the flaps to 20° as prescribed by the pilot's operating handbook. The extended flaps increased aerodynamic drag and reduced the airplane's climb performance. As the airplane struggled to gain altitude, the pilot maneuvered to avoid rising terrain while attempting to correct the flap configuration. During an off-field landing, the airplane impacted a sign, which resulted in substantial damage to the right wing and fuselage.

The pilot reported that there were no mechanical malfunctions or failures 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 retract the flaps during takeoff following a touch-and-go landing, which resulted in degraded climb performance and an impact with an object during an off-field landing.

Findings

Personnel issues	Forgotten action/omission - Pilot
Personnel issues	Monitoring equip/instruments - Pilot
Aircraft	Configuration - Incorrect use/operation
Aircraft	Airspeed - Not attained/maintained
Environmental issues	Sign/marker - Effect on equipment

Factual Information

History of Flight

Takeoff	Aerodynamic stall/spin (Defining event)
Takeoff	Ground collision

Pilot Information

Certificate:	Private	Age:	25, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Sport pilot With waivers/limitations	Last FAA Medical Exam:	January 1, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 4, 2025
Flight Time:	251 hours (Total, all aircraft), 5 hours (Total, this make and model), 136 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6067J
Model/Series:	A150L	Aircraft Category:	Airplane
Year of Manufacture:	1972	Amateur Built:	
Airworthiness Certificate:	Unknown	Serial Number:	A1500367
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	August 18, 2025 Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5193 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91 installed	Engine Model/Series:	O-200-A
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:	IWA,1382 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	13:50 Local	Direction from Accident Site:	272°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.86 inches Hg	Temperature/Dew Point:	38°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mesa, AZ (FFZ)	Type of Flight Plan Filed:	None
Destination:	Superior, AZ	Type of Clearance:	None
Departure Time:	12:57 Local	Type of Airspace:	Class G

Airport Information

Airport:	Superior Municipal E81	Runway Surface Type:	Gravel
Airport Elevation:	2646 ft msl	Runway Surface Condition:	Dry;Rough;Soft
Runway Used:	04	IFR Approach:	None
Runway Length/Width:	3250 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

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:	33.285039,-111.12246(est)

Administrative Information

Investigator In Charge (IIC):	Slinker, Stanley
Additional Participating Persons:	George Hadley, FAA; Phoneix, AZ
Original Publish Date:	August 11, 2026
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=202955

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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](#).