



National Transportation Safety Board Aviation Accident Final Report

Location:	SEDONA, AZ	Accident Number:	LAX90LA001
Date & Time:	10/02/1989, 1300 MST	Registration:	N617CC
Aircraft:	CESSNA 501	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DRG ARRIVAL, THE PLT CONTACTED SEDONA UNICOM & WAS ADVISED THAT RWY 21 WAS IN USE & THAT THE WINDS WERE GUSTING TO 25 KTS. HE RPRTD THAT TURBULENCE WAS STRONG THRU-OUT THE TRAFFIC PATTERN. FULL FLAPS WERE LOWERED ON FINAL APCH. A STRONG DOWNDRAFT WAS ENCOUNTERED ON FINAL APCH & POWER WAS INCREASED 'TO MAINTAIN VASI AND VREF.' TURBULENCE & A DOWNDRAFT WERE RPRTD TO BE EXCEPTIONALLY STRONG OVER THE THRESHOLD. THE PLT STATED THE ACFT TOUCHED DOWN ON ALL 3 GEAR, THEN IT PITCHED UP & BEGAN TO PORPOISE WITH INCREASING AMPLITUDE. ON THE 2ND TOUCHDOWN, POWER WAS APPLIED, BUT THE ENG NEEDED 5 TO 7 SEC TO SPOOL UP. THE PLT SAID THAT AFTER THE ACFT PORPOISE 3 TIMES, IT WAS IN A STALL FROM WHICH IT WOULD NOT RECOVER. SUBSEQUENTLY, IT WENT OFF THE RIGHT SIDE OF THE RWY, CROSSED A PARALLEL TAXIWAY & ENTERED A WOODED AREA BEFORE STOPPING. NO MECHANICAL PROBLEM OF THE ACFT WAS RPRTD THAT WOULD HAVE RESULTED IN THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER IN-FLIGHT PLANNING/DECISION BY THE PILOT WHICH RESULTED IN HIS INABILITY TO FLARE THE AIRCRAFT AND/OR RECOVER FROM A BOUNCED LANDING. CONTRIBUTING FACTORS WERE: CROSSWIND, GUSTS, TURBULENCE, DOWNDRAFT, AND THE PILOT'S INADEQUATE COMPENSATION FOR WIND CONDITIONS.

Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CROSSWIND
3. (F) WEATHER CONDITION - GUSTS
4. (F) WEATHER CONDITION - TURBULENCE
5. (F) WEATHER CONDITION - DOWNDRAFT
6. (F) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
7. (C) FLARE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: LANDING - ABORTED

Findings

8. (C) RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
9. GO-AROUND - ATTEMPTED
10. AIRSPEED - INADEQUATE
11. STALL

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - ABORTED

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	68, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/21/1988
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	13460 hours (Total, all aircraft), 50 hours (Total, this make and model), 122 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N617CC
Model/Series:	501 501	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	617
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	11850 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	JT15D-1A
Registered Owner:	HARRY W O'CONNER	Rated Power:	2250 lbs
Operator:	O'CONNER, HARRY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	25 knots / 33 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27° C / -18° C
Precipitation and Obscuration:			
Departure Point:	SCOTTSDALE, AZ (SDL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1230	Type of Airspace:	Class G

Airport Information

Airport:	SEDONA (SEZ)	Runway Surface Type:	Asphalt
Airport Elevation:	4827 ft	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	5135 ft / 75 ft	VFR Approach/Landing:	Full Stop; Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	R. GARY MUCHO	Report Date:	06/18/1990
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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