



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SEDONA, AZ	<b>Accident Number:</b>	LAX90LA001
<b>Date &amp; Time:</b>	10/02/1989, 1300 MST	<b>Registration:</b>	N617CC
<b>Aircraft:</b>	CESSNA 501	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## 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

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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

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - ABORTED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	68, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Glider; Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last Medical Exam:</b>	12/21/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

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

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Observation Time:	0000
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Temperature/Dew Point:	27° C / -18° C
Lowest Ceiling:	None / 0 ft agl	Visibility	50 Miles
Wind Speed/Gusts, Direction:	25 knots/ 33 knots, 130°	Visibility (RVR):	0 ft
Altimeter Setting:		Visibility (RVV):	0 Miles
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	Adopted Date:	06/18/1990
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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