



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	GRAND CANYON, AZ	<b>Accident Number:</b>	LAX94LA067
<b>Date &amp; Time:</b>	12/02/1993, 1100 MST	<b>Registration:</b>	N94596
<b>Aircraft:</b>	CESSNA 182Q	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

According to the pilot's statement, the aircraft ballooned on touchdown due to an excessive approach airspeed and the nose wheel came down hard on the second runway contact. After a short stop at Grand Canyon, the pilot departed on a flight to Las Vegas, Nevada. After arrival at Las Vegas, the pilot discovered the damage to the nose gear strut and firewall during a routine postflight inspection of the aircraft.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's use of an excessive approach airspeed and an improper bounced landing recovery technique.

## Findings

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Occurrence #1: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. TERRAIN CONDITION - RUNWAY
2. (C) AIRSPEED(VREF) - EXCESSIVE - PILOT IN COMMAND
3. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

## Factual Information

On December 2, 1993, at 1100 hours mountain standard time, a Cessna 182Q, N94596, collided with the runway while attempting a landing at the Grand Canyon National Park Airport, Grand Canyon, Arizona. Visual meteorological conditions prevailed. The airplane was operated by Denver Air Center of Broomfield, Colorado, and was rented by the pilot for a personal cross- country flight. The aircraft sustained substantial damage. The certificated private pilot and his one passenger were not injured. The flight originated from Page Municipal Airport, Page, Arizona, about 0930 on the day of the mishap.

According to the pilot's statement, the aircraft ballooned on touchdown due to an excessive approach airspeed and the nose wheel came down hard on the second runway contact. After a short stop at Grand Canyon, the pilot departed on a flight to Las Vegas, Nevada. After arrival at Las Vegas, the pilot discovered the damage to the nose gear strut and firewall during a routine postflight inspection of the aircraft.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	01/13/1992
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	105 hours (Total, all aircraft), 12 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N94596
Model/Series:	182Q 182Q	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Provisional; Normal	Serial Number:	18266455
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	08/25/1993, Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	69 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2843 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-U
Registered Owner:	PARSEC CORPORATION	Rated Power:	230 hp
Operator:	DENVER AIR CENTER	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	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	PAGE, AZ (PGA)	Type of Flight Plan Filed:	None
Destination:	, GC (GCN)	Type of Clearance:	VFR
Departure Time:	0930 MST	Type of Airspace:	Class D; Class E

## Airport Information

Airport:	GRAND CANYON (GCN)	Runway Surface Type:	Asphalt
Airport Elevation:	6606 ft	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	8999 ft / 150 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## 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>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	JEFF RICH,	<b>Report Date:</b>	10/20/1994
<b>Additional Participating Persons:</b>	DALE NELSON; LAS VEGAS, NV		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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 <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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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).