



National Transportation Safety Board Aviation Accident Final Report

Location:	MARICOPA, AZ	Accident Number:	LAX91LA021
Date & Time:	11/01/1990, 0930 MST	Registration:	N757PZ
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE FLIGHT INSTRUCTOR SAID THAT THE FLIGHT FLEW TO THE AIRSTRIP AT MARICOPA, ARIZONA, IN ORDER THAT THE 16 HOUR PRIMARY STUDENT COULD PRACTICE TAKEOFFS AND LANDINGS. ACCORDING TO THE FLIGHT INSTRUCTOR, THE AIRCRAFT WAS ON A STABILIZED SHORT FINAL APPROACH WITH FULL FLAPS AND AT ABOUT 60 KNOTS INDICATED AIRSPEED. AS THE AIRCRAFT CROSSED A ROW OF TREES ORIENTED PERPENDICULAR TO THE RUNWAY THE AIRSPEED SUDDENLY DROPPED TO 40 KNOTS INDICATED AND THE AIRCRAFT ENTERED A SINK RATE THAT COULD NOT BE ARRESTED PRIOR TO THE AIRCRAFT LANDING HARD ON THE RUNWAY. THE INSTRUCTOR STATED THAT THE WINDS WERE ABOUT 15 KNOTS DOWN THE RUNWAY WITH GUSTS TO 25 KNOTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE FLIGHT INSTRUCTOR TO ENSURE THAT AN ADEQUATE AIRSPEED WAS MAINTAINED DURING THE FINAL APPROACH FOR THE EXISTING WIND CONDITIONS; TO ADEQUATELY SUPERVISE THE CONDUCT OF THE FLIGHT; AND TO ARREST THE RATE OF DESCENT PRIOR TO TOUCH DOWN.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. WEATHER CONDITION - WINDSHEAR
2. (C) AIRSPEED(VREF) - INADEQUATE - PILOT IN COMMAND(CFI)
3. (C) SUPERVISION - POOR - PILOT IN COMMAND(CFI)

Occurrence #2: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (C) DESCENT - NOT CORRECTED - PILOT IN COMMAND(CFI)

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	23, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/14/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	850 hours (Total, all aircraft), 300 hours (Total, this make and model), 700 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N757PZ
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	15279908
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-235-L2C
Registered Owner:	UNKNOW	Rated Power:	110 hp
Operator:	SAWYER AVIATION	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:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	PHOENIX, AZ (PHX)	Type of Flight Plan Filed:	None
Destination:	(PHX)	Type of Clearance:	None
Departure Time:	0900 MST	Type of Airspace:	

Airport Information

Airport:	AK CHIN FIELD (E31)	Runway Surface Type:	Asphalt
Airport Elevation:	1218 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2950 ft / 35 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JEFF RICH	Report Date:	11/23/1992
Additional Participating Persons:	PETE CUISNER; SCOTTSDALE, AZ		
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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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](#).