



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	MARICOPA, AZ	<b>Accident Number:</b>	LAX91LA021
<b>Date &amp; Time:</b>	11/01/1990, 0930 MST	<b>Registration:</b>	N757PZ
<b>Aircraft:</b>	CESSNA 152	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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)

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	23
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	850 hours (Total, all aircraft), 300 hours (Total, this make and model), 700 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N757PZ
<b>Model/Series:</b>	152 152	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	SAWYER AVIATION	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235-L2C
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / , 180°
<b>Temperature:</b>	-18°C	<b>Visibility</b>	50 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	PHOENIX, AZ (PHX)	<b>Destination:</b>	(PHX)

## Airport Information

<b>Airport:</b>	AK CHIN FIELD (E31)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	17	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2950 ft / 35 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): JEFF RICH Adopted Date: 11/23/1992

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](mailto: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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