



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MOAB, UT	<b>Accident Number:</b>	DEN89LA211
<b>Date &amp; Time:</b>	09/01/1989, 1730 MDT	<b>Registration:</b>	N42027
<b>Aircraft:</b>	CESSNA 182L	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

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

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## Analysis

THE PLT AND HIS WIFE WERE MAKING A X-COUNTRY FLIGHT. RPRTDLY, WHEN HE LANDED, THE WIND WAS VARIABLE FROM 270 TO 300 DEG AT 10 TO 15 KTS WITH GUSTS TO 20 KTS. THE PLT SAID THAT AT TOUCHDOWN, THE PLANE ENCOUNTERED A WIND GUST AND LANDED HARD. HE SAID HE MADE A GO-AROUND AND LANDED ON RWY 3 WITHOUT FURTHER INCIDENT. AFTER LANDING, HE FOUND A WRINKLE IN THE FUSELAGE AND AN A&P MECHANIC DISCOVERED DAMAGE TO THE FIREWALL. DENSITY ALT WAS ABOUT 7500 FT AT THE ARPT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE COMPENSATION FOR THE WIND CONDITIONS BY THE PILOT, AND HIS FAILURE TO ATTAIN A FLARE. THE UNFAVORABLE (VARIABLE & GUSTY) WIND CONDITION WAS A RELATED FACTOR.

## Findings

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

### Findings

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. (F) WEATHER CONDITION - UNFAVORABLE WIND
3. (F) WEATHER CONDITION - GUSTS
4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. (C) FLARE - NOT ATTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<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>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	01/23/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	132 hours (Total, all aircraft), 14 hours (Total, this make and model), 84 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N42027
<b>Model/Series:</b>	182L 182L	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	18258818
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470-R
<b>Registered Owner:</b>	UNKNOWN	<b>Rated Power:</b>	230 hp
<b>Operator:</b>	OGDEN AIR SERVICE	<b>Operating Certificate(s) Held:</b>	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	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	32° C / -18° C
Precipitation and Obscuration:			
Departure Point:	PAGE, AZ (PGA)	Type of Flight Plan Filed:	VFR
Destination:	(CNY)	Type of Clearance:	None
Departure Time:	1515 MDT	Type of Airspace:	

## Airport Information

Airport:	CANYONLANDS (CNY)	Runway Surface Type:	Asphalt
Airport Elevation:	4553 ft	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	6000 ft / 75 ft	VFR Approach/Landing:	Straight-in

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ROBERT B COLLINS	Report Date:	07/29/1992
Additional Participating Persons:	DOM CHEMELLO; SALT LAKE CITY, UT		
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 <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](#).