



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Phoenix, AZ	<b>Accident Number:</b>	LAX04CA200
<b>Date &amp; Time:</b>	05/01/2004, 0630 MST	<b>Registration:</b>	N2493Q
<b>Aircraft:</b>	Cessna 182K	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The airplane experienced a hard landing and veered off the runway. The pilot began a standard stabilized approach and intended to level off about 10 feet above ground level, in an effort to let the airspeed gradually slow down. The airplane continued in a descent faster than the pilot anticipated, and the airplane hit the runway surface hard. The airplane bounced back into the air and porpoised down the runway, veering to the right. The airplane continued off of the runway into a dirt area and impacted a taxiway sign. The pilot reported no preimpact mechanical malfunctions or failures with the airplane.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate flare, which resulted in a hard landing. Also causal was the pilot's inadequate recovery from a bounced landing, which resulted in an inadvertent porpoise and collision with a sign.

## Findings

### Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

#### Findings

1. (C) FLARE - INADEQUATE - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
3. (C) PORPOISE/PILOT-INDUCED OSCILLATION - INADVERTENT - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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### Occurrence #2: OVERRUN

Phase of Operation: LANDING - ROLL

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### Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

#### Findings

5. OBJECT - SIGN

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	298 hours (Total, all aircraft), 101 hours (Total, this make and model), 8 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N2493Q
<b>Model/Series:</b>	182K	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Arizona Cloudbusters Inc.	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-470 -R65B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>		<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>		<b>Visibility:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Chandler, AZ (P19)	<b>Destination:</b>	Phoenix, AZ (DVT)

## Airport Information

<b>Airport:</b>	Phoenix Deer Valley Airport (DVT)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	07R	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 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>	
<b>Latitude, Longitude:</b>	33.688056, -112.082500		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Nicole Charnon	<b>Adopted Date:</b>	07/29/2004
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<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.