



Aviation Investigation Factual Report

Location:	CHANDLER, Arizona	Accident Number:	LAX97LA166
Date & Time:	April 24, 1997, 10:30 Local	Registration:	N733PM
Aircraft:	Cessna 172N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On April 24, 1997, at 1030 hours mountain standard time, a Cessna 172N, N733PM, veered off of runway 22L at the Chandler, Arizona, airport and collided with runway lights during a landing attempt. The aircraft was operated by Sunbird Flight Services of Chandler and was rented by the pilot for a local area personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft sustained substantial damage during the accident sequence. The certificated private pilot and the pilot rated passenger were not injured. The flight originated at the Chandler airport on the morning of the accident at 0930.

In a verbal statement taken shortly after the accident and reiterated later in a written statement, the pilot reported that he was cleared to land on runway 22L. During the landing rollout he lost directional control due to a wind gust and veered towards the right side of the runway. He attempted to regain directional control by using full left rudder; however, the left wing was lifted by the wind gust and the right wing contacted runway lights, then contacted the runway itself. As the right wing rebounded from the runway surface, the left wing was driven down and contacted the runway surface as well. The pilot then attempted to abort the landing and go around. The pilot noted that the aircraft briefly became airborne, stalled and "impacted the runway . . . [as a result, the aircraft] departed the runway causing the nose gear to collapse. . ."

A special weather observation taken just after the accident, reported that the surface winds were from 260 degrees at 15 knots with gusts to 25 knots. Immediately before the accident, the winds were reported as being from 280 degrees at 18 knots with gusts to 25 knots. Throughout the period, the winds were noted as being variable from 230 to 290 degrees. The table below lists the computed crosswind components for the reported wind directions and velocities.

Wind Direction		Wind Velocity		Crosswind Component	
	25	22	280		280
16	260		25	16	260
	15	10			18

According to Cessna Aircraft, the maximum demonstrated crosswind capability of the 1977 Cessna 172N is 15 knots. The 1977 "N" model Cessna 172 Pilot's Operating Handbook contains no information regarding not-to-exceed crosswind velocities during landing or taxing operations. According to the manufacturer's demonstrated crosswind component information, at the time the accident occurred, the wind exceeded the aircraft's demonstrated crosswind capability by as much as 7 knots, or 46 percent.

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 7, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1200 hours (Total, all aircraft), 20 hours (Total, this make and model), 1140 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N733PM
Model/Series:	172N 172N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17268443
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 10, 1997 Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4817 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-H2AD
Registered Owner:	PHILIP F. REMMEL	Rated Power:	160 Horsepower
Operator:	SUNBIRD FLIGHT SERVICES	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CHD ,1242 ft msl	Distance from Accident Site:	
Observation Time:	10:19 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	18 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C / -12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(CHD)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	09:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	CHANDLER MUNICIPAL CHD	Runway Surface Type:	Asphalt
Airport Elevation:	1242 ft msl	Runway Surface Condition:	Dry
Runway Used:	22L	IFR Approach:	None
Runway Length/Width:	4850 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	33.239048,-111.779968(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	BRUCE BESSETTE; SCOTTSDALE ,AZ
Report Date:	August 18, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=29777

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