



Aviation Investigation Final Report

Location:	GOODYEAR, Arizona	Accident Number:	FTW94LA153
Date & Time:	May 11, 1994, 16:09 Local	Registration:	N89550
Aircraft:	CESSNA 120	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT, EN ROUTE TO MESA, ARIZONA, DECIDED TO LAND AT GOODYEAR, ARIZONA, DUE TO ADVERSE WEATHER AT HIS DESTINATION. SUSTAINED WINDS DURING HIS APPROACH TO RUNWAY 3 WERE REPORTED TO BE 050 DEGREES AT 20 TO 25 KNOTS. THE PILOT SAID HE MADE A WHEEL LANDING AND WAS DECELERATING WITH THE TAILWHEEL ON THE GROUND WHEN A 'STRONG WIND GUST SPUN THE AIRCRAFT AROUND.' THE AIRPLANE VEERED OFF THE LEFT SIDE OF THE RUNWAY AND STRUCK A SMALL DITCH.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL. A FACTOR WAS THE GUSTY CROSSWIND.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - DITCH

Factual Information

On May 11, 1994, at 1609 mountain standard time, a Cessna 120, N89550, was substantially damaged during landing at Goodyear, Arizona. The pilot was not injured. Visual meteorological conditions prevailed for the personal flight.

In his pilot/operator report, the pilot said his original destination was Falcon Field, Mesa, Arizona. When he was just west of Goodyear, Arizona, he could see dark clouds and rain over his destination, so he decided to land at Goodyear. After waiting for a dust storm to pass, the pilot began his approach to runway 3. Sustained winds were reported from 050 degrees at 20 to 25 knots. The pilot said he made a wheel landing and was decelerating with the tailwheel on the ground when a "strong wind gust spun the aircraft around." The airplane veered off the left side of the runway and struck a small ditch and nosed over.

Pilot Information

Certificate:	Commercial	Age:	26, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 26, 1994
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	545 hours (Total, all aircraft), 88 hours (Total, this make and model), 465 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N89550
Model/Series:	120 120	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	8590
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 19, 1994 100 hour	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	61 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1525 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C-85-12
Registered Owner:	ROBERTI, MICHAEL A.	Rated Power:	85 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	ARIZONA AVIATION	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GYR ,968 ft msl	Distance from Accident Site:	
Observation Time:	16:10 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	15 miles
Lowest Ceiling:	Broken / 12000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	26°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BLYTHE , CA (BLH)	Type of Flight Plan Filed:	None
Destination:	MESA , AZ (FFZ)	Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	GOODYEAR MUNICIPAL GYR	Runway Surface Type:	Asphalt
Airport Elevation:	968 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	
Runway Length/Width:	8500 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.369892,-112.380729(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	PETER W CUISINARA; SCOTTSDALE , AZ
Original Publish Date:	November 14, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=19053

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).