



Aviation Investigation Final Report

Location:	GRAND CANYON, Arizona	Accident Number:	LAX87LA165
Date & Time:	March 31, 1987, 11:11 Local	Registration:	N9026B
Aircraft:	CESSNA T206F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT SAID THAT ON SHORT FINAL THE ACFT BEGAN TO DRIFT OFF THE LEFT SIDE OF THE RWY AND CONTROL INPUTS TO CORRECT THE DRIFT HAD NO EFFECT. THE PLT ADDED PWR TO INITIATE A GO AROUND AND HE SAID THAT THE 'AIRSPEED SUDDENLY DROPPED TO 40 AND WE WERE IN A STALL CONDITION' THEN THE ACFT SEEMED TO 'MUSH WITH NO CONTROL UNTIL (IT) CONTACTED THE GROUND.' THE ATCT CONTROLLERS SAID THE ACFT WAS ABOUT 1,500 FT DOWN THE RWY WHEN IT WAS SEEN TO INITIATE A GO-AROUND AND PITCH NOSE UP STEEPLY THEN DESCEND RAPIDLY TO THE GROUND OFF THE LEFT SIDE OF THE RWY. AN FAA INSP WAS FLYING AN ACFT IN THE PATTERN AND NOTED THAT A SLIGHT SHEAR EXISTED BUT ONLY PRODUCED A MINOR SINK RATE. THE PLT'S FLT TIME CONSISTED OF 2,500 HRS IN BALLOONS WITH ABOUT 180 IN AIRPLANES. NO AIRPLANE FLT TIME WAS FLOWN IN THE PREVIOUS 4 YRS PRIOR TO MARCH OF 1987 WHEN HE PURCHASED THE ACFT AND FLEW IT APPROX 6 HRS BFR THE ACCD.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - WINDSHEAR
2. (F) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. (C) GO-AROUND - ATTEMPTED - PILOT IN COMMAND
4. (C) MANEUVER - EXCESSIVE - PILOT IN COMMAND
5. (C) STALL - INADVERTENT - PILOT IN COMMAND
6. (F) LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial; Private	Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Balloon	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 19, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2711 hours (Total, all aircraft), 25 hours (Total, this make and model), 2609 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9026B
Model/Series:	T206F T206F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20601704
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	March 9, 1987 Annual	Certified Max Gross Wt.:	3500 lbs
Time Since Last Inspection:	22 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5178 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-C3B
Registered Owner:	BALLOONS WEST	Rated Power:	300 Horsepower
Operator:		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:	GCN ,6606 ft msl	Distance from Accident Site:	
Observation Time:	11:11 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	14°C / -9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HAIT , UT	Type of Flight Plan Filed:	None
Destination:	GRAND CANYON , AZ (GCN)	Type of Clearance:	VFR
Departure Time:	09:30 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	GRAND CANYON GCN	Runway Surface Type:	Asphalt
Airport Elevation:	6606 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	8999 ft / 150 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	36.030929,-112.020698(est)

Administrative Information

Investigator In Charge (IIC): Rich, Jeff

Additional Participating Persons: RUTH SCHOMER; LAS VEGAS , NV

Original Publish Date: June 16, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=25555>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).