



Aviation Investigation Final Report

Location:	SEDONA, Arizona	Accident Number:	LAX90LA193
Date & Time:	May 24, 1990, 11:00 Local	Registration:	N161A
Aircraft:	CESSNA 310G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT LANDED LONG ON RUNWAY 03 AND OVERRAN THE END. THE PILOT STATED HE THOUGHT THE TOUCH DOWN WAS ABOUT MID-FIELD. WITNESSES, HOWEVER, OBSERVED THE AIRCRAFT TOUCH DOWN ABOUT 4,000 FEET DOWN THE 5,131 FOOT LONG RUNWAY. THE WITNESSES ALSO STATED THE AIRCRAFT LANDED WITH AN ESTIMATED 15 TO 25 KNOT TAILWIND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT SELECTED THE WRONG RUNWAY, AND PROPER TOUCH DOWN POINT WAS NOT ATTAINED.

Findings

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

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - DOWNHILL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	80, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 8, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4200 hours (Total, all aircraft), 3800 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N161A
Model/Series:	310G 310G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	310G0022
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4990 lbs
Time Since Last Inspection:	0 Hrs	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-540-A1A5
Registered Owner:	AIRCRAFT DEVELOPMENT CORP	Rated Power:	290 Horsepower
Operator:	FALK, LOUIS W.	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	225°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	(SEZ)	Type of Clearance:	None
Departure Time:	10:10 Local	Type of Airspace:	

Airport Information

Airport:	SEDONA SEZ	Runway Surface Type:	Asphalt
Airport Elevation:	4827 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	5131 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	34.94075,-111.93946(est)

Administrative Information

Investigator In Charge (IIC): Petterson, George

Additional Participating Persons:

Original Publish Date: November 23, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=26819>

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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](#).