



# Aviation Investigation Final Report

<b>Location:</b>	YOUNG, Arizona	<b>Accident Number:</b>	LAX91LA041
<b>Date &amp; Time:</b>	November 22, 1990, 14:20 Local	<b>Registration:</b>	N2574K
<b>Aircraft:</b>	CESSNA 180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT DEPARTED PAYSON ON A PERSONAL FLIGHT. UPON ARRIVING OVER PLEASANT VALLEY AIRSTRIIP THE PILOT REPORTED THAT THE WINDSOCK WAS WRAPPED DOWNWARD AROUND THE POLE INDICATING THAT A CALM WIND EXISTED. THE PILOT INITIATED AN APPROACH TO RUNWAY 22. GND WITNESSES REPORTED THAT THE AIRPLANE WAS LANDING DOWNWIND AND TOO FAST. REALIZING THAT A TAILWIND EXISTED THE PLT BEGAN A GO-AROUND AND THE AIRPLANE COLLIDED WITH THE TREES AT THE END OF THE RUNWAY. THE PILOT DID NOT REPORT ANY MECHANICAL DIFFICULTIES, BUT HE STATED THAT A GUST OF WIND CAUSED AIRPLANE TO WEATHERVANE TO THE RIGHT AND STRIKE THE GROUND BEFORE COLLIDING WITH THE TREES. WITNESSES REPORTED THAT THE PREVAILING WINDS WERE FROM THE NORTHEAST BETWEEN 10 - 15 KNOTS.

## 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 ATTEMPTED TO LAND WITH A TAILWIND.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: GO-AROUND (VFR)

- Findings  
1. OBJECT - TREE(S)

2. (C) WEATHER CONDITION - TAILWIND
3. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	June 28, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8000 hours (Total, all aircraft), 500 hours (Total, this make and model), 7500 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N2574K
<b>Model/Series:</b>	180 180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	O-470-U
<b>Registered Owner:</b>	KARL H. GROSH	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	GROSH, KARL H.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	45°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	-18°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	PAYSON , AZ	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	PLESANT VALLEY 49E	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	5300 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	1600 ft / 90 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 2 Minor	<b>Latitude, Longitude:</b>	34.080535,-111.009094(est)

## Administrative Information

**Investigator In Charge (IIC):** Llorente, A.d.

**Additional Participating Persons:**

**Original Publish Date:** December 30, 1992

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=27066>

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