



Aviation Investigation Final Report

Location:	SEDONA, Arizona	Accident Number:	LAX93LA236
Date & Time:	May 29, 1993, 11:55 Local	Registration:	N5388T
Aircraft:	PIPER PA-34-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	6 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS LANDING AT AN AIRPORT SITUATED ON A HIGH MESA. THE AIRPORT DIRECTORY NOTES THAT TURBULENCE MAY BE EXPERIENCED NEAR THE AIRPORT. DURING THE LANDING ROLL, THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRPLANE WHICH DEPARTED THE RUNWAY AND STRUCK A DITCH. THE PILOT HAD ACCUMULATED 28 HOURS OF EXPERIENCE IN THE TWIN ENGINE AIRPLANE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A failure of the pilot to adequately compensate for the wind conditions and subsequent loss of directional control during the landing roll. A factor in the accident was a lack of total experience in the aircraft type.

Findings

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

Phase of Operation: LANDING - ROLL

Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - DITCH

Factual Information

On May 29, 1993, about 1155 hours mountain standard time, a Piper PA-34-200, N5388T, crashed during landing at Sedona, Arizona. The airplane was being operated as a visual flight rules (VFR) cross country flight to Sedona when the accident occurred. The airplane, operated by Air Desert Pacific Corp., La Verne, California, received substantial damage. The certificated private pilot and 5 passengers were not injured. Visual meteorological conditions prevailed. The flight originated from La Verne, California, at 0922 hours.

The pilot reported that upon arrival in the Sedona area, he received a landing advisory on the airport unicom radio frequency. The wind conditions were reported as 180 degrees at 18 knots, with gusts to 20 knots. He indicated that after touch down on runway 21, a gust of wind caused the airplane to veer to the right. The airplane departed the runway, crossed a parallel taxiway and then struck a ditch. The airplane received damage to the left main landing gear, left wing, and fuselage.

The pilot holds a private pilot certificate with an airplane single engine land, multiengine land, and instrument airplane ratings. The most recent third class medical certificate was issued to the pilot on June 8, 1992, and contained the limitation that correcting lenses be worn while exercising the privileges of his airman certificate.

According to the pilot/operator report submitted by the pilot, his total aeronautical experience consists of about 279 hours, of which 28 hours were accrued in the accident airplane. According to information provided by the pilot, a multiengine rating was issued to the pilot on April 13, 1993. In the preceding 90 and 30 days prior to the accident, the report lists a total of 22 and 4 hours respectively flown.

The Sedona airport is situated on a 500 foot mesa that rises above the surrounding terrain. It is equipped with a single hard surfaced runway on a 030/210 degree magnetic orientation. Runway 21 is 5,131 feet long by 75 feet wide. The published altitude of the airport is 4,827 feet mean sea level. According to airport/facility directory, turbulence may be experienced in the vicinity of the airport.

Pilot Information

Certificate:	Private	Age:	43, 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 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 8, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	279 hours (Total, all aircraft), 23 hours (Total, this make and model), 156 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5388T
Model/Series:	PA-34-200 PA-34-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7250256
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 21, 1993 100 hour	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:	39 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4500 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-C1EG
Registered Owner:	LAPIN, ARI D.	Rated Power:	200 Horsepower
Operator:	AIR DESERT PACIFIC	Operating Certificate(s) Held:	None
Operator Does Business As:	NONE	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:	18 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LA VERNE , CA (POC)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	09:22 Local	Type of Airspace:	Class G

Airport Information

Airport:	SEDONA SEZ	Runway Surface Type:	Asphalt
Airport Elevation:	4827 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	5131 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	34.940753,-111.940589(est)

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	WILLIAM J AKRIDGE; SCOTTSDALE , AZ
Original Publish Date:	June 30, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=28395

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](#).