



Aviation Investigation Final Report

Location:	PAGE, Arizona	Accident Number:	LAX96LA238
Date & Time:	June 20, 1996, 14:35 Local	Registration:	N6309T
Aircraft:	Cessna 182RG	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A Cessna 182 pilot was attempting to land on runway 15 with 20 degrees of flaps. There was a right crosswind which was reported to be gusting from 15 to 20 knots. Another aircraft had just departed from runway 33; the pilot of that aircraft reported that runway 33 might be more favorable. The pilot of the Cessna 182 stated that he could handle it. At about 150 feet over the approach end, he encountered severe turbulence with up and down drafts. He initiated a go-around and retracted the flaps to 10 degrees. The left wing tip contacted the runway and the airplane cartwheeled. The POH suggested minimum flaps when landing in a crosswind; and during balked landing, retract the flaps to 20 if extended until all obstacles are cleared and a safe altitude is attained. The airport manager stated that a squall with high winds and dust arrived as the aircraft was landing. He reported the wind direction and speed as unpredictable.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for wind conditions, and failure to maintain control of the aircraft. Factors relating to the accident were: the gusty and crosswind conditions.

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (F) WEATHER CONDITION - CROSSWIND
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

HISTORY OF FLIGHT

On June 20, 1996, at 1435 hours mountain standard time, a Cessna 182RG, N6309T, was destroyed during landing at Page, Arizona. Visual meteorological conditions prevailed for the personal flight and a VFR flight plan was filed. The pilot received minor injuries. The flight originated at Springerville, Arizona, about 1345 on the day of the accident.

The pilot contacted the Prescott Automated Flight Service Station (AFSS) by telephone for a preflight weather briefing. He made a second call for an update and filed a VFR flight plan. He opened the flight plan after takeoff. An AIRMET was provided for moderate turbulence below 15,000 feet along his route of flight. He was provided an area forecast of 10,000 to 12,000 feet scattered clouds with possible thunderstorms and rainshowers after 1100, and gusty surface winds southwesterly 15 to 25 knots. Also at the update, the pilot was given the temperature for Page of 96 degrees Fahrenheit, with an advisory for density altitude. The winds aloft forecast for 12,500 feet was 240 degrees at 10 to 13 knots with stronger winds forecasted near Page at 40 knots.

According to the pilot, the Page unicom operator was reporting winds out of the west at 15 knots gusting to 20 knots, favoring runway 15. He stated that an aircraft had departed from runway 33 prior to his attempt to land. The pilot stated that during approach to runway 15, an aircraft taking off from runway 33 reported winds possibly favoring that runway. He reported that the Page unicom was reporting winds more consistent with a westerly crosswind component. The pilot reported that the approach was relatively uneventful until the aircraft was about 150 feet above and 0.1 mile past the approach end of runway 15. At this point, severe turbulence with both up and downdrafts and increased gusts were encountered, making it impossible to maintain control. A go-around was announced and initiated. Flaps were retracted to 10 degrees from 20 degrees and full power was added.

According to the airport manager's report, an aircraft that departed runway 33 advised the landing pilot that the wind was favoring runway 33. The unicom operator advised the pilot of the crosswinds that were 10 knots with gusts to 15 knots. According to the manager, the pilot responded "I can handle it." The unicom operation is provided by a fixed-base operator on the field, and provides weather advisories only. They are not certified weather observers, nor is the equipment certified.

The Page Automated Surface Observation System (ASOS) reported a special observation at 1428: temperature was 90 degrees Fahrenheit; dew point 40 degrees Fahrenheit; wind direction was missing, velocity was 11 knots with peak gusts at 25 knots; the altimeter was 29.92 inHg.

According to the airport manager, the ASOS system has been on a trial status and not certified for about a year. At the time of the initial notification to the Safety Board and the FAA, the airport manager reported a squall line with high winds and dust hit the airport about the time of the accident aircraft's arrival. The wind direction and speed became very unpredictable.

According to witnesses, the airplane never actually landed, but at 15 to 20 feet above the ground the right wing started to rise. As the pilot applied power, the tail went down and the wings started to waver back and forth. Subsequently, the left wing contacted the ground followed by the nose gear as the airplane cartwheeled. The airplane came to rest about 50 feet east of runway 15. A postaccident fire erupted and consumed the airframe.

According to the Cessna Pilot Operator Handbook (POH), the maximum demonstrated crosswind component during aircraft certification is 18 knots. The POH states that during a bailed landing/go-around the flaps are to be retracted to 20 degrees. It further states to use minimum flaps for the runway length in crosswind landings.

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 20, 1995
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3000 hours (Total, all aircraft), 380 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6309T
Model/Series:	182RG 182RG	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	R18201968
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	IO-540
Registered Owner:	MICHAEL A. VIGIL	Rated Power:	235 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:	PGA ,4310 ft msl	Distance from Accident Site:	
Observation Time:	14:33 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32°C
Precipitation and Obscuration:	N/A - None - Widespread dust		
Departure Point:	LAS CRUCES , NM (Q35)	Type of Flight Plan Filed:	VFR
Destination:	(PGA)	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	PAGE MUNICIPAL PGA	Runway Surface Type:	Asphalt
Airport Elevation:	4310 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	5500 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	36.680522,-111.410247(est)

Administrative Information

Investigator In Charge (IIC): Petterson, George

Additional Participating Persons:

Original Publish Date: December 23, 1996

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=29476>

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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](#).