



Aviation Investigation Final Report

Location:	MONUMENT VALLEY, Utah	Accident Number:	FTW00LA141
Date & Time:	May 7, 2000, 11:35 Local	Registration:	N3622C
Aircraft:	Cessna R182	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 3 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled - Sightseeing		

Analysis

The pilot stated that he overflowed the airport to check the available wind information. He noticed that the windsocks were indicating a 'very strong wind' and that one windsock was fluctuating 20-30 degrees from side to side. The pilot applied full flaps after turning onto final approach. During the final approach to the 4000-foot dirt runway, the airplane encountered 'severe turbulence.' The pilot reported that he noticed the airspeed fluctuate between 50 and 70 knots, so he applied more power; however, a 'tremendous sink rate was developing.' The airplane touched down 'very hard,' bounced into the air, and the pilot executed a go-around. At an altitude of less than 100 feet agl, the pilot initiated 'a shallow left turn to avoid a thousand foot cliff.' During the go-around turn, the airplane 'developed a sink rate that was uncontrollable.' The pilot leveled the wings for an off-airport landing. During the uncontrolled descent, the airplane impacted a small hill with the right wing. The nearest weather station, 49 nautical miles from the accident site, reported winds from 220 degrees at 15 knots gusting to 20 knots.

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 his delayed go-around, which resulted in the loss of aircraft control. A factor was the turbulent weather conditions.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - TURBULENCE

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: GO-AROUND (VFR)

Findings

2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

3. (C) GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

On May 7, 2000, at 1135 mountain daylight time, a Cessna R182 single-engine airplane, N3622C, was substantially damaged when it impacted terrain following an encounter with adverse weather while landing at Monument Valley Airport, Monument Valley, Utah. The airline transport pilot and two passengers were not injured, and one passenger sustained minor injuries. The airplane was owned by a private individual and operated by West Wind Aviation, Inc., of Phoenix, Arizona. Visual meteorological conditions prevailed, and a VFR flight plan was filed for the 14 Code of Federal Regulations Part 135 air taxi flight. The sightseeing flight departed from the Sedona Airport, near Sedona, Arizona, approximately 0900.

According to the 8,000-hour pilot, he had experienced "extremely unpredictable winds" at the Monument Valley Airport (elevation 5,192 feet) the day before the accident. He added that he overflew the airport to check "all available wind information." The pilot said that the "windsock at the west end (nearest the cliffs) was indicating a very strong wind from the northwest. He added that the "windsock at mid-field was also indicating strong northwest wind; however, the windsock was fluctuating 20 to 30 degrees back and forth." The pilot indicated that he applied full flaps on final approach. He stated that the approach to Monument Valley Airport "appeared normal when suddenly he hit severe turbulence." The pilot added that it took full control inputs to establish a wings-level attitude. He stated that he noticed the airspeed fluctuate between 50 and 70 knots, and he advanced the power; however, a "tremendous sink rate was developing." The pilot continued to increase power, and the airplane touched down "very hard" on the 4,000-foot dirt runway, bounced into the air, and the pilot executed a go-around. At an altitude of less than 100 feet agl, the pilot began "a shallow left turn to avoid a thousand foot cliff" that was in the flight path. During the turn, the aircraft "developed a sink rate that was uncontrollable." The pilot leveled the wings for an off-field landing. The airplane touched down off-field with full power applied, "slid to the left" during the landing roll, and impacted a small hill damaging the right wing.

At 1155, the weather at the Blanding Municipal Airport, Blanding, Utah, (approximately 48 nautical miles northeast of the accident site) was reported as wind from 220 degrees at 15 knots gusting to 20 knots, 50 statute miles visibility, scattered clouds at 9,000 feet agl, a broken ceiling at 14,000 feet agl, temperature 72 degrees Fahrenheit, and dewpoint 28 degrees Fahrenheit.

Pilot Information

Certificate:	Airline transport	Age:	60, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 19, 1999
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	8000 hours (Total, all aircraft), 400 hours (Total, this make and model), 7900 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3622C
Model/Series:	R182 R182	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18200281
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	April 26, 2000 100 hour	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	16 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4649 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-540-J3C5D
Registered Owner:	WESTWIND AVIATION, INC.	Rated Power:	235 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	WIWA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	4BL ,5865 ft msl	Distance from Accident Site:	48 Nautical Miles
Observation Time:	11:55 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Scattered / 9000 ft AGL	Visibility	50 miles
Lowest Ceiling:	Broken / 14000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	22°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SEDONA , AZ (SEZ)	Type of Flight Plan Filed:	Company VFR
Destination:	(71V)	Type of Clearance:	None
Departure Time:	09:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	MONUMENT VALLEY 71V	Runway Surface Type:	Dirt
Airport Elevation:	5200 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	4000 ft / 50 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 3 None	Latitude, Longitude:	37.07973,-110.250381(est)

Administrative Information

Investigator In Charge (IIC):	Lupino, Nicole
Additional Participating Persons:	TOM GIERHART; SALT LAKE CITY , UT
Original Publish Date:	December 4, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49212

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