

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 06/09/1999

LAX98LA004
File No. 1784 10/04/1997 PAYSON, AZ Aircraft Reg No. N69BP Time (Local): 07:30 MST

Make/Model:	American / 8KCAB	Fatal	0	Serious	0	Minor/None	1
Engine Make/Model:	Lycoming / AEIO-360-SER	Crew	0				
Aircraft Damage:	Substantial	Pass	0		0		1
Number of Engines:	1						
Operating Certificate(s):	None						
Type of Flight Operation:	Personal						
Reg. Flight Conducted Under:	Part 91: General Aviation						

Last Depart. Point:	DEER VALLEY , AZ	Condition of Light:	Day
Destination:	Same as Accident/Incident Location	Weather Info Src:	Weather Observation Facility
Airport Proximity:	On Airport	Basic Weather:	Visual Conditions
Airport Name:	PAYSON AIRPORT	Lowest Ceiling:	None
Runway Identification:	24	Visibility:	60.00 SM
Runway Length/Width (Ft):	5500 / 75	Wind Dir/Speed:	/ 004 Kts
Runway Surface:	Asphalt	Temperature (°C):	25
Runway Surface Condition:	Dry	Precip/Obscuration:	None / None

Pilot-in-Command	Age: 57	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 3150
Private; Single-engine Land		Last 90 Days: 6
Instrument Ratings		Total Make/Model: 105
Airplane		Total Instrument Time: 300

The pilot lost control of the aircraft as it touched down on the runway and he attempted to straighten the aircraft out by adding power and left rudder. The aircraft began to pull to the right and he decreased power as he realized that the airplane was exiting the runway and heading for some small trees. He said that he never applied the brakes during his landing attempt. He further stated that he was taught to never apply brakes during landing. The pilot was unsure how much power he had added during his attempt to straighten the aircraft out prior to leaving the runway. He stated that he had experienced difficulty with other landings in this aircraft. A witness stated that the weather was clear and the winds were calm at the time of the accident.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. (C) IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 3. (F) IMPROPER TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - TREE(S)
5. TERRAIN CONDITION - HIGH VEGETATION

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
Directional control of the aircraft not maintained through the improper use of landing procedures/techniques. A factor in this accident was the pilot's training regarding the proper techniques to be used during landing.