



Aviation Investigation Final Report

Location:	SEDONA, Arizona	Accident Number:	LAX83LA063
Date & Time:	December 31, 1982, 20:05 Local	Registration:	N5262U
Aircraft:	CESSNA 172RG	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE ENROUTE, THE PLT NOTICED THAT HE HAD LOST HIS AIRSPEED INDICATION. OBSERVING THE PITOT HEAD ON THE WING WITH A FLASHLIGHT, HE STATED THAT THE FLIP-UP COVER WAS DOWN, COVERING THE RAM TUBE. UNABLE TO MAINTAIN PROPER AIRSPEED, THE PLT INADVERTENTLY ACHIEVED AN EXCESSIVE RATE OF SINK, IMPACTING A STEEP SLOPE AT THE APPROACH END OF THE RWY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) LIGHT CONDITION - NIGHT
2. (F) PITOT/STATIC SYSTEM - BLOCKED(TOTAL)
3. (F) FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - INOPERATIVE
4. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Factual Information

Pilot Information

Certificate:	Private	Age:	39,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 11, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	348 hours (Total, all aircraft), 40 hours (Total, this make and model), 299 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5262U
Model/Series:	172RG 172RG	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	172RG0309
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	720 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-360-F1A6
Registered Owner:	GLENDEL E. EWELL	Rated Power:	180 Horsepower
Operator:	VENTURE AVIATION	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/bright
Observation Facility, Elevation:	PRC	Distance from Accident Site:	20 Nautical Miles
Observation Time:	19:51 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHANDLER (C)	Type of Flight Plan Filed:	VFR
Destination:	SEDONA (C)	Type of Clearance:	None
Departure Time:	19:15 Local	Type of Airspace:	

Airport Information

Airport:	SEDONA SEZ	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	
Runway Length/Width:	5100 ft / 75 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Minor	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	2 Minor, 1 None	Latitude, Longitude:	34.939083,-111.939025(est)

Administrative Information

Investigator In Charge (IIC):

**Additional Participating
Persons:**

Original Publish Date: December 31, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72592>

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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](#).