



# Aviation Investigation Final Report

<b>Location:</b>	WINSLOW, Arizona	<b>Accident Number:</b>	LAX82DA115
<b>Date &amp; Time:</b>	March 22, 1982, 14:15 Local	<b>Registration:</b>	N25782
<b>Aircraft:</b>	CESSNA 152	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT STATED THAT HE DID A TOUCH AND GO ON RUNWAY 29, THEN PULLED THE POWER OFF AT APPROXIMATELY 300 FT AGL OVER THE INTERSECTION OF RUNWAYS 29 AND 22. HE REPORTED THAT FROM THERE, HE ATTEMPTED TO LAND ON RUNWAY 22 WITH NO POWER, FAILED TO MAINTAIN AIRSPEED IN THE TURN, AND ENTERED A HIGH SINK RATE. THE AIRCRAFT LANDED HARD BEFORE REACHING RUNWAY 22.

## 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. (C) JUDGMENT - POOR - PILOT IN COMMAND
2. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. (F) OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
6. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND

Occurrence #2: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

7. (C) LEVEL OFF - IMPROPER - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	January 24, 1981
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	231 hours (Total, all aircraft), 19 hours (Total, this make and model), 187 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N25782
<b>Model/Series:</b>	152 152	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	15280782
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>	60 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2249 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	GALLAWAY, DOLORES	<b>Rated Power:</b>	110 Horsepower
<b>Operator:</b>	WWINSLOW AVIATION	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	50°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	59°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	WINSLOW , AZ (INW )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	WINSLOW , AZ (INW )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	21:20 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	WINSLOW MUNI INW	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	Practice
<b>Runway Length/Width:</b>	7498 ft / 150 ft	<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	35.100761,-110.640197(est)

## Administrative Information

**Investigator In Charge (IIC):**

**Additional Participating Persons:**

**Original Publish Date:** March 22, 1983

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=73070>

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.

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