



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Prescott Valley, AZ	<b>Accident Number:</b>	LAX00FA213
<b>Date &amp; Time:</b>	06/01/2000, 1005 MST	<b>Registration:</b>	N414PS
<b>Aircraft:</b>	Cessna 414A	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot reported hearing a loud noise and feeling his ears pop while the twin-engine airplane was in cruise flight about 12,900 feet. Radar data revealed that the airplane was on a relatively straight and level flight track until approximately 1 hour prior to the accident, when it initiated a spiraling descent to the left. The airplane continued toward the accident site on an erratic flight path, with the altitude varying between 6,000 and 9,000 feet. The pilot reported having trouble seeing his instruments and felt confused. He thought he was landing at an airport New Mexico near his ranch, but landed on a road in Arizona and struck light poles. Witnesses at the accident site stated that the pilot appeared impaired and confused, but did not smell of alcohol. The pilot left the accident site, and was not tested for alcohol or carbon monoxide poisoning. He reported that he did not consume any drugs or alcohol prior to, or during the flight, but did report smoking three packs of cigarettes a day and also smoked cigars. Examination of the pressurization and cabin air systems revealed that a fractured clamp that could have prevented the cabin from maintaining pressurization. In addition, there was evidence of engine exhaust by-products in some components of the airplane's pressurization system that should not have been exposed to engine exhaust. The source of the engine exhaust infusion into the pressurization system could not be determined.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's physical impairment due to the cumulative effects of carbon monoxide from engine exhaust by-products, carbon monoxide from heavy tobacco use, and the loss of an undetermined amount of cabin pressurization. A factor in the loss of pressurization was a fractured clamp.

## Findings

Occurrence #1: MISCELLANEOUS/OTHER  
Phase of Operation: CRUISE

### Findings

1. (C) AIR COND/HEATING/PRESSURIZATION - LOSS,PARTIAL
2. (C) PHYSICAL IMPAIRMENT(CARBON MONOXIDE) - PILOT IN COMMAND
3. (C) MISCELLANEOUS,BOLT/NUT/FASTENER/CLAMP/SPRING - FRACTURED

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING

### Findings

4. OBJECT - UTILITY POLE

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	47
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	980 hours (Total, all aircraft), 810 hours (Total, this make and model), 825 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N414PS
<b>Model/Series:</b>	414A 414A	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	Patrick W. Swayze	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIOL-550-A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PRC, 5045 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	10 knots / 20 knots, 240°
<b>Temperature:</b>	28° C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Van Nuys, CA (VNY)	<b>Destination:</b>	Las Vegas, NM (LVS)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	34.600000, -112.250000		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Robert R Crispin	<b>Adopted Date:</b>	02/20/2003
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubin@ntsb.gov">pubin@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government

---

agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.