



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | HOLBROOK, Arizona | Accident Number: | LAX87LA002 |
| Date & Time: | October 3, 1986, 10:45 Local | Registration: | N12BX |
| Aircraft: | PIPER PA-30 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 3 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

JUST AFTER TAKEOFF, THE RIGHT ENGINE LOST POWER AT AN ALTITUDE OF APPROXIMATELY 450 FEET. THE RIGHT PROPELLER WAS FEATHERED, BUT THE PILOT WAS UNABLE TO MAINTAIN ALTITUDE. SUBSEQUENTLY, THE AIRCRAFT COLLIDED WITH TERRAIN ABOUT 3 MILES SOUTH OF THE AIRPORT. THE PILOT DISMANTLED AND MOVED THE AIRCRAFT PRIOR TO THE INVESTIGATION WHICH MAY HAVE DESTROYED EVIDENCE CONCERNING THE LOSS OF POWER. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

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|----------------------------------|---|--|----------|
| Certificate: | Private | Age: | 56, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Rear |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Invalid Medical for flight | Last FAA Medical Exam: | |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | |
| Flight Time: | 3059 hours (Total, all aircraft), 804 hours (Total, this make and model), 3009 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N12BX |
| Model/Series: | PA-30 PA-30 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 30-1436 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | April 2, 1985 Annual | Certified Max Gross Wt.: | 3600 lbs |
| Time Since Last Inspection: | 15 Hrs | Engines: | 2 Reciprocating |
| Airframe Total Time: | 4316 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | IO-320-B1A |
| Registered Owner: | BLACK ROCK CONSTRUCTION | Rated Power: | 160 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | INW ,4938 ft msl | Distance from Accident Site: | 29 Nautical Miles |
| Observation Time: | 11:30 Local | Direction from Accident Site: | 270° |
| Lowest Cloud Condition: | Unknown / 6000 ft AGL | Visibility | 8 miles |
| Lowest Ceiling: | Broken / 6000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 10 knots / 16 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 280° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 14°C / -1°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | (P14) | Type of Flight Plan Filed: | None |
| Destination: | EL PASO , TX (ELP) | Type of Clearance: | None |
| Departure Time: | 09:30 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|---------------|----------------------------------|----------------|
| Airport: | HOLBROOK MUNI | Runway Surface Type: | Asphalt |
| Airport Elevation: | 5245 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | Forced landing |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 2 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 3 None | Latitude, Longitude: | |

Administrative Information

Investigator In Charge (IIC): Eckrote, Debra

Additional Participating Persons: WILLIAM OZANUS; SCOTTSDALE , AZ

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=25442>

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.

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](#).