



Aviation Investigation Final Report

Location:	JACKPOT, Nevada	Accident Number:	LAX94LA152
Date & Time:	March 6, 1994, 03:06 Local	Registration:	N4810U
Aircraft:	CESSNA 210-5A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 3 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The accident occurred during the hours of darkness and no moon was visible. The Jackpot airport is in an area of rolling hills and the only ground reference lights are in the immediate area of the runway and the adjacent casino. The pilot did not have an instrument rating. In his written statement, the pilot said that he did not experience a mechanical failure or malfunction. He reported that he lifted off runway 15 and began a 400-foot per minute climb at a normal airspeed, then began a left turn. The pilot stated that the attitude indicator was showing slightly less than a 20-degree bank turn as the heading indicator was going through 100 degrees when 'we dropped out of the sky.' An FAA inspector interviewed the pilot shortly after the accident. The pilot reported that as he initiated a crosswind turn after take off from runway 15, he lost visual reference with the horizon. No mechanical discrepancies were noted during an examination of the aircraft.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain control of the aircraft's flight path while maneuvering after takeoff in an area of no ground reference lights. Factors in the accident were the pilot's lack of instrument flight experience and the dark nighttime lighting conditions.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
3. (C) PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On March 6, 1994, at 0306 Pacific standard time, a Cessna 210-5A, N4810U, impacted rising terrain during the takeoff initial climb from the Jackpot, Nevada, airport. The aircraft was on a personal cross-country flight during the hours of darkness. Visual meteorological conditions were prevalent at the time and no flight plan had been filed for the operation. The aircraft was destroyed during the impact sequence. The certificated private pilot and two passengers were seriously injured, and the third passengers sustained fatal injuries. The flight was originating at the time of the accident as a flight to Gooding, Idaho.

The accident occurred during the hours of darkness and no moon was visible. The Jackpot airport is in an area of rolling hills and the only ground reference lights are in the immediate area of the runway and the adjacent casino. The pilot did not have an instrument rating.

In his written statement, the pilot said that he did not experience a mechanical failure or malfunction. He reported that he lifted off runway 15 and began a 400-foot per minute climb at a normal airspeed, then began a left turn. The pilot stated that the attitude indicator was showing slightly less than a 20-degree bank turn as the heading indicator was going through 100 degrees when "we dropped out of the sky."

A Federal Aviation Administration (FAA) inspector interviewed the pilot shortly after the accident. The pilot reported that as he initiated a crosswind turn after takeoff from runway 15, he lost visual reference with the horizon.

No mechanical discrepancies were noted during an examination of the aircraft.

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 15, 1993
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	320 hours (Total, all aircraft), 219 hours (Total, this make and model), 264 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4810U
Model/Series:	210-5A 210-5A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	205-0510
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	July 1, 1993 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-470-S2B
Registered Owner:	LEON E. GOODMAN	Rated Power:	260 Horsepower
Operator:	DENNIS J. GOODMAN	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	2°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	GOODING , ID (GNG)	Type of Clearance:	None
Departure Time:	03:06 Local	Type of Airspace:	Class G

Airport Information

Airport:	JACKPOT AIRPORT O6U	Runway Surface Type:	Asphalt
Airport Elevation:	5217 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	6200 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal, 2 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 3 Serious	Latitude, Longitude:	41.880115,-114.780632(est)

Administrative Information

Investigator In Charge (IIC): Rich, Jeff

Additional Participating Persons:

Original Publish Date: November 14, 1994

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=28688>

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](#).