



# Aviation Investigation Final Report

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<b>Location:</b>	EUREKA, Nevada	<b>Accident Number:</b>	LAX96LA216
<b>Date &amp; Time:</b>	May 31, 1996, 09:28 Local	<b>Registration:</b>	N4674W
<b>Aircraft:</b>	Rockwell                      112TCA	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Ferry		

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## Analysis

The pilot reported that he performed a preflight inspection of the airplane; no water or foreign material was observed in the fuel, and he started the engine without difficulty. After performing a run-up during which no anomalies were observed, the pilot commenced taking off from the gravel road. The airplane climbed 50 feet above the road, and then a total loss of engine power was experienced. The available roadway was not suitable for the pilot to use in terminating the flight, and the airplane crashed into nearby rough terrain. A witness reported that during the takeoff the airplane's engine sputtered and a plume of black colored exhaust smoke was noted. The airplane was recovered from the accident site and examined by an FAA inspector. The FAA inspector reported that over 40 gallons of fuel was found in the tanks, compression was measured in all cylinders, the spark plugs appeared in new condition but were heavily sooted, and the magnetos rotated and produced spark. In summary, all examined items looked normal or were impact damaged. No evidence of a mechanical malfunction was found.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a loss of engine power for undetermined nonmechanical reasons. A contributing factor was the lack of suitable terrain for use during an aborted takeoff.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE  
3. (F) TERRAIN CONDITION - ROUGH/UNEVEN

## Factual Information

On May 31, 1996, at 0928 hours Pacific daylight time, a Rockwell International 112TCA, N4674W, registered to D & M Terrazzo & Tile Co., Inc., experienced a total loss of engine power during takeoff from a gravel road, about 35 miles southwest of Eureka, Nevada. The airplane crashed into rough terrain adjacent to the road and was substantially damaged as it slid to a stop while in a yawed attitude. The airline transport certificated pilot was not injured. Visual meteorological conditions prevailed. No flight plan was filed for the ferry flight which was originating at the time of the accident.

According to the pilot, about 1 week prior to the accident flight, the airplane's owner made a precautionary landing on the road due to inclement weather. During rollout, the airplane collided with a post which resulted in minor skin damage to the right wing. The pilot further indicated that he is an aircraft mechanic, with inspection authorization, and he made temporary repairs to the airplane which were adequate for a ferry flight.

Thereafter, he performed a preflight inspection which included draining the fuel sumps. No water or foreign material was observed. The engine was started without difficulty, and no anomalies were observed during the run-up. The takeoff was commenced in a downhill direction, and full engine power was initially developed. According to the pilot, when the airplane was 50 feet above ground level, the engine lost power.

A witness reported observing the accident flight to the White Pine County Sheriff's Department. According to the witness, during the takeoff the airplane's engine sputtered and a plume of black colored exhaust smoke was noted.

The airplane was recovered from the accident site and examined by an Federal Aviation Administration (FAA) inspector. In summary, the FAA inspector reported that the magnetos were turned and sparked. The spark plugs looked new, but were heavily sooted. The crankshaft rotated and compression was measured in all cylinders. Over 40 gallons of fuel was found in the tanks. The throttle body was observed to have impact damage.

## Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	November 8, 1994
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5500 hours (Total, all aircraft), 50 hours (Total, this make and model), 5012 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Rockwell	<b>Registration:</b>	N4674W
<b>Model/Series:</b>	112TCA 112TCA	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	13250
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 1, 1995 Annual	<b>Certified Max Gross Wt.:</b>	2950 lbs
<b>Time Since Last Inspection:</b>	70 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2334 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TO-360-C1A6D
<b>Registered Owner:</b>	D & M TERRAZZO & TILE CO., INC	<b>Rated Power:</b>	210 Horsepower
<b>Operator:</b>	WALTER R. ROBINETTE	<b>Operating Certificate(s) Held:</b>	None
<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>	Clear	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	TWIN FALLS , ID (TWF )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:27 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>		<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>	39.819263,-116.189216(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Pollack, Wayne
<b>Additional Participating Persons:</b>	MICHAEL DORRIS; RENO , NV
<b>Original Publish Date:</b>	December 16, 1996
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=29458">https://data.nts.gov/Docket?ProjectID=29458</a>

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](#).