



# Aviation Investigation Final Report

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<b>Location:</b>	DESTIN, Florida	<b>Accident Number:</b>	MIA93LA122
<b>Date &amp; Time:</b>	May 18, 1993, 13:30 Local	<b>Registration:</b>	N4579W
<b>Aircraft:</b>	ROCKWELL 112TC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

THE COMMERCIAL PILOT STATED THAT ON TAKEOFF ROLL FROM RUNWAY 32, AT ABOUT 60 KNOTS AND AFTER TRAVELING ABOUT 1,500 FEET DOWN THE RUNWAY, THE AIRPLANE SWERVED TO THE RIGHT DEPARTING THE RUNWAY. THE PILOT STATED HE REGAINED CONTROL OF THE AIRPLANE AND CONTINUED THE TAKEOFF ROLL. THE AIRPLANE TRAVELED ABOUT ANOTHER 1,000 FEET AND SWERVED TO THE RIGHT DEPARTING THE RUNWAY, CROSSED A DITCH, BECAME AIRBORNE, COLLIDED WITH THE GROUND, SEPARATED THE NOSE GEAR, DAMAGED THE LEFT WING, FUSELAGE, AND CAME TO A COMPLETE STOP. THE PILOT STATED THAT HE DID NOT ATTEMPT TO ABORT THE TAKEOFF ROLL DUE TO BEING AT ROTATION AIRSPEED WHEN THE AIRPLANE INITIALLY SWERVED TO THE RIGHT. EXAMINATION OF THE AIRPLANE BY AN A & P MECHANIC REVEALED THE LEFT NOSE WHEEL STEERING CABLE WAS HANGING DOWN FROM THE LANDING GEAR TRUNION AREA.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO ABORT THE TAKEOFF ROLL, RESULTING IN AN ON-GROUND LOSS OF CONTROL, AND ON-GROUND COLLISION WITH TERRAIN. CONTRIBUTING TO THE ACCIDENT WAS THE FAILURE OF THE NOSE WHEEL STEERING CABLE.

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (F) LANDING GEAR,STEERING SYSTEM - FAILURE,TOTAL
2. (C) ABORT - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

3. TERRAIN CONDITION - GROUND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	59, 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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	January 14, 1993
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2891 hours (Total, all aircraft), 62 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ROCKWELL	<b>Registration:</b>	N4579W
<b>Model/Series:</b>	112TC 112TC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	13069
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 17, 1992 Annual	<b>Certified Max Gross Wt.:</b>	2850 lbs
<b>Time Since Last Inspection:</b>	16 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1251 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360-CIA6D
<b>Registered Owner:</b>	ADAMYK, EMIL	<b>Rated Power:</b>	210 Horsepower
<b>Operator:</b>	ADAMYK, EMIL	<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>	PFN ,20 ft msl	<b>Distance from Accident Site:</b>	22 Nautical Miles
<b>Observation Time:</b>	13:47 Local	<b>Direction from Accident Site:</b>	150°
<b>Lowest Cloud Condition:</b>	Scattered / 3000 ft AGL	<b>Visibility</b>	
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	28°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(81J)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	PENSACOLA , FL (PNS)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:29 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	DESTIN/FT. WALTON BEACH 81J	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	22 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	32	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5000 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	30.399444,-86.489143(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Smith, Carrol
<b>Additional Participating Persons:</b>	EDWARD H BLOUNT; BIRMINGHAM ,AL
<b>Original Publish Date:</b>	November 3, 1993
<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=33268">https://data.nts.gov/Docket?ProjectID=33268</a>

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