



# Aviation Investigation Final Report

<b>Location:</b>	Rockdale, Texas	<b>Accident Number:</b>	CEN14LA253
<b>Date &amp; Time:</b>	May 26, 2014, 16:40 Local	<b>Registration:</b>	N188DP
<b>Aircraft:</b>	Beech A36	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that, about 20 minutes into the flight, the engine sound abruptly changed, and the engine began to lose power. The pilot's attempts to restore power were unsuccessful. An air traffic controller gave the pilot radar vectors to the nearest airport; however, the airplane was unable to glide to the runway, so the pilot made a forced landing on uneven terrain. The right main landing gear did not extend fully before touchdown, and the airplane ground looped, which resulted in the fuselage buckling and the outboard portion of the right wing being torn off. The engine was test run at all power settings, and no anomalies were noted.

## 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 reasons that could not be determined because postaccident testing revealed no anomalies.

## Findings

<b>Not determined</b>	(general) - Unknown/Not determined
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## Factual Information

### History of Flight

<b>Enroute-cruise</b>	Loss of engine power (total) (Defining event)
<b>Emergency descent</b>	Off-field or emergency landing
<b>Landing</b>	Collision with terr/obj (non-CFIT)

On May 26, 2014, about 1840 central daylight time, a Beech A36, N188DP, was substantially damaged when the engine lost power and the pilot made a forced landing on a road near Rockdale, Texas. The pilot and three passengers on board were not injured. The airplane was registered to and operated by Pilots Choice Aviation, Inc., Georgetown Texas, under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed at the time of the accident, and an instrument flight rules flight plan had been filed. The flight originated from Huntsville Municipal Airport (KUTS), Huntsville, Texas, at 1825, and was en route to Georgetown Municipal Airport (KGTU), Georgetown, Texas.

According to the pilot's statements, both main fuel tanks were filled to capacity, but the auxiliary tanks were not serviced. The first leg of the flight from New Orleans, Louisiana, to Huntsville, Texas, was uneventful. The pilot elected to go to Huntsville due to the weather conditions in the Austin, Texas, area. After spending several hours at Huntsville, the pilot and his family departed for Georgetown. About 20 minutes into the flight, the engine made "an abrupt change in sound" and the engine began to lose power. All cylinder EGTs (exhaust gas temperature) were above 1500 degrees Celsius (C.) Switching from the right tank to the left tank did not restore power, so the pilot returned the selector to the right tank. The pilot advanced the mixture, throttle, and propeller control full forward and noticed the cylinder EGTs were registering 200 degrees. He advised air traffic control that his engine was losing power and was given radar vectors to the H.H. Coffield Regional Airport (KRCK), about 4 miles southwest of the flight's position. The pilot subsequently declared an emergency. Unable to glide to the runway, the pilot made a forced landing on uneven terrain near County Road 322. The right main landing gear did not extend fully prior to touch down and the airplane ground looped. The fuselage was buckled and the outboard portion of the right wing was torn off.

Under the auspices of the National Transportation Safety Board, the engine was functionally tested at Air Salvage of Dallas in Lancaster, Texas, on July 21. The engine tested satisfactory at all power settings and no anomalies were noted.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	47
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<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 With waivers/limitations	<b>Last FAA Medical Exam:</b>	October 17, 2012
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	September 24, 2013
<b>Flight Time:</b>	513 hours (Total, all aircraft), 139 hours (Total, this make and model), 436 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N188DP
<b>Model/Series:</b>	A36	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1979	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	E-1476
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	February 1, 2014 Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5360 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	IO-520-BB87
<b>Registered Owner:</b>	PILOTS CHOICE AVIATION INC	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	PILOTS CHOICE AVIATION INC	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	PLCA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	GTU,790 ft msl	<b>Distance from Accident Site:</b>	41 Nautical Miles
<b>Observation Time:</b>	17:25 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 9500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	120°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.95 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 17°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Huntsville, TX (KUTS)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Georgetown, TX (KGTU)	<b>Type of Clearance:</b>	VFR flight following
<b>Departure Time:</b>	18:25 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	H.H. Coffield Regional KRCK	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	474 ft msl	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	30.650928,-96.999221(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott, Arnold
<b>Additional Participating Persons:</b>	Matthew D Wetzel; FAA Flight Standards District Office; Houston, TX
<b>Original Publish Date:</b>	March 26, 2015
<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=89282">https://data.nts.gov/Docket?ProjectID=89282</a>

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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](#).