



Aviation Investigation Final Report

Location:	HENDERSON, Nevada	Accident Number:	FTW94LA162
Date & Time:	May 17, 1994, 16:45 Local	Registration:	N1349J
Aircraft:	Rockwell 112A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A GRADUAL DETERIORATION OF ENGINE POWER WAS EXPERIENCED DURING INITIAL TAKEOFF CLIMB. THE PILOT ATTEMPTED TO LAND ON A BUSY HIGHWAY, BUT WAS UNABLE DUE TO VEHICULAR TRAFFIC. THE AIRPLANE CONTINUED ALONGSIDE THE HIGHWAY AND TOUCHED DOWN ON THE SHOULDER OF THE ROADWAY WITH THE LANDING GEAR EXTENDED. THE REASON FOR THE LOSS OF ENGINE POWER COULD NOT BE DETERMINED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PARTIAL LOSS OF ENGINE POWER FOR UNDETERMINED REASONS. A FACTOR WAS THE LACK OF SUITABLE TERRAIN FOR THE FORCED LANDING.

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

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

On May 17, 1994, at 1645 Pacific daylight time, a Rockwell Commander 112A, N1349J, was substantially damaged during a forced landing near Henderson, Nevada. The private pilot and his two passengers were not injured. Visual meteorological conditions prevailed for the personal flight.

According to the pilot, he departed runway 18 and a shallow right climbing turn was initiated after the gear was retracted. A 200 rpm loss was experienced and a gradual degradation of engine power was observed without any sign of vibration, detonation, backfiring or sputtering. The loss of power continued to the point where the airplane could not maintain altitude.

The pilot elected to turn towards a busy highway, but had to veer away to avoid colliding with vehicles on the highway. The airplane touched down on the left shoulder of the roadway with the landing gear extended. Prior to coming to a stop on the desert floor, both main landing gears collapsed after impacting a drainage ditch.

The reason for the loss of engine power could not be determined.

Pilot Information

Certificate:	Private	Age:	37, 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--no waivers/lim.	Last FAA Medical Exam:	July 22, 1993
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	870 hours (Total, all aircraft), 429 hours (Total, this make and model), 780 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Rockwell	Registration:	N1349J
Model/Series:	112A 112A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	349
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	November 13, 1993 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2036 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-C1D6
Registered Owner:	COCHRAN, KEITH W.	Rated Power:	200 Horsepower
Operator:		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:	Day
Observation Facility, Elevation:	LAS ,2458 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	16:50 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	TUCSON , AZ (TUS)	Type of Clearance:	None
Departure Time:	16:40 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

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):	Wigington, Douglas
Additional Participating Persons:	DALE G NELSON; LAS VEGAS , NV
Original Publish Date:	November 14, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=19058

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