



Aviation Investigation Final Report

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| Location: | FT.WORTH, Texas | Accident Number: | FTW87FA134 |
| Date & Time: | June 6, 1987, 11:20 Local | Registration: | N1153J |
| Aircraft: | ROCKWELL COMMANDER 112 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 3 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

ON 6/6/87 A ROCKWELL COMMANDER 112, N1153J, IMPACTED THE TERRAIN NEAR MEACHAM FIELD, FORTH WORTH, TEXAS WHILE ON A PHOTOGRAPHY FLIGHT. THE PILOT HAD BEEN CLEARED TO LAND ON RUNWAY 16L WHEN THE TOWER CHANGED THE RUNWAY ASSIGNMENT TO 16R. THE PILOT ADDED POWER AND THE ENGINE QUIT CAUSING THE PILOT TO ATTEMPT A FORCED LANDING TO THE OFF RAMP OF INTERSTATE HIGHWAY 820. THE AIRCRAFT IMPACTED IN ROUGH, UNEVEN TERRAIN AND WAS SUBSTANTIALLY DAMAGED. THE PILOT AND TWO PASSENGERS ONBOARD WERE NOT INJURED. THE PILOT PLACED THE FUEL TANK SELECTOR ON THE RIGHT TANK DURING THE LANDING SEQUENCE. INSPECTION OF THE ACFT REVEALED NO FUEL IN THE ENGINE, LESS THAN 1 QT IN THE RT WING TK AND APPROX 17 GALS IN THE LEFT WING TANK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

1. (C) FLUID,FUEL - STARVATION
 2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 3. (C) FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
 4. (C) FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

5. (F) TERRAIN CONDITION - ROUGH/UNEVEN
 6. (F) TERRAIN CONDITION - NONE SUITABLE
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

7. (F) LANDING GEAR,MAIN GEAR - SEPARATION

Factual Information

Pilot Information

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|----------------------------------|--|--|-----------------|
| Certificate: | Private | Age: | 54, 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: | No |
| Medical Certification: | Class 2 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | August 30, 1986 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 1533 hours (Total, all aircraft), 55 hours (Total, this make and model), 1296 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|----------------------------|---------------------------------------|-----------------|
| Aircraft Make: | ROCKWELL | Registration: | N1153J |
| Model/Series: | COMMANDER 112 COMMANDER | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 153 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | April 23, 1987 Annual | Certified Max Gross Wt.: | 2550 lbs |
| Time Since Last Inspection: | 9 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 186 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | IO-360-C1D6 |
| Registered Owner: | FRANK DECICCO | Rated Power: | 200 Horsepower |
| Operator: | FRANK DE CICCIO | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | FTW ,710 ft msl | Distance from Accident Site: | 1 Nautical Miles |
| Observation Time: | 05:29 Local | Direction from Accident Site: | 340° |
| Lowest Cloud Condition: | Clear | Visibility | 15 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 9 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 150° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 26°C / 15°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 00:00 Local | Type of Airspace: | Class B;Class D |

Airport Information

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|-----------------------------|-------------|----------------------------------|----------------------------|
| Airport: | MEACHAM FTW | Runway Surface Type: | Concrete |
| Airport Elevation: | 0 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | 0 ft / 0 ft | VFR Approach/Landing: | Forced landing;Straight-in |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| 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: | 32.820346,-97.359275(est) |

Administrative Information

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|--|---|
| Investigator In Charge (IIC): | Dickens, Bob |
| Additional Participating Persons: | DAVE CROCKER; DALLAS , TX |
| Original Publish Date: | May 27, 1988 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=22249 |

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](#).