



Aviation Investigation Final Report

Location:	MERIDIANVILLE, Alabama	Accident Number:	MIA96LA010
Date & Time:	October 18, 1995, 14:30 Local	Registration:	N1455J
Aircraft:	Rockwell 112A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that after lift-off the engine began to run rough and lose power. He executed a forced landing to a field and the airplane struck a tree. Postaccident examination revealed a partially blocked fuel injection line. The 100-hour annual inspection was performed on 6/9/95. Time since the annual was 30 hours.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: **LOSS OF ENGINE POWER DUE TO INADEQUATE MAINTENANCE DURING THE 100-HOUR ANNUAL. CONTRIBUTING TO THE ACCIDENT 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) FUEL SYSTEM,LINE - BLOCKED(PARTIAL)
 2. (C) MAINTENANCE,100-HOUR INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
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Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE
4. OBJECT - TREE(S)

Factual Information

On October 18, 1995, about 1430 central daylight time, an Aero Commander AC-112, N1455J, registered to a private owner, collided with a tree during takeoff at the Madison County Executive Airport, Huntsville, Alabama. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR part 91 instructional flight. The pilot-in-command and passenger were not injured and the airplane was substantially damaged. The flight originated at the Madison County Executive Airport.

The pilot stated that after liftoff the engine began to run rough and lose power. The pilot executed a forced landing to a field and the airplane struck a tree on landing.

An inspection performed by the FAA found that the #3 nozzle from the fuel injector line was partially blocked. The most recent 100-hour-annual inspection was recorded as performed on June 9, 1995. Time since the annual inspection was 30 hours.

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 27, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	412 hours (Total, all aircraft), 200 hours (Total, this make and model), 357 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Rockwell	Registration:	N1455J
Model/Series:	112A 112A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	455
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 10, 1995 Annual	Certified Max Gross Wt.:	3250 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1190 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360
Registered Owner:	ALBERT J. WHITUS	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:	HSV	Distance from Accident Site:	
Observation Time:	14:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(M82)	Type of Flight Plan Filed:	None
Destination:	(M82)	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	MADISON COUNTY M82	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	3750 ft / 50 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.870674,-86.570671(est)

Administrative Information

Investigator In Charge (IIC):	Alston, Andrew
Additional Participating Persons:	ED BLOUNT; BURMINGHAM , AL
Original Publish Date:	February 8, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=37933

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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](#).