



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	EL PASO, TX	<b>Accident Number:</b>	FTW86FA075
<b>Date &amp; Time:</b>	05/01/1986, 1706 MDT	<b>Registration:</b>	N1356J
<b>Aircraft:</b>	ROCKWELL 112A	<b>Injuries:</b>	1 Serious, 1 Minor, 2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE PLT RPRTD THAT THE ENG QUIT IMMEDIATELY AFTER TAKEOFF. DURING AN EMERG LANDING ON ARPT PROPERTY, THE ACFT COLLIDED WITH A SAND DUNE & NOSED OVER. AN EXAM OF THE ENG REVEALED NO DISCREPANCIES. THE EXTENT OF DAMAGE PREVENTED A THOROUGH EXAM OF THE FUEL SYS. THE PREIMPACT POSITION OF THE FUEL SELECTOR COULD NOT BE DETERMINED.

## Probable Cause

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

## Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

2. (F) TERRAIN CONDITION - LOOSE GRAVEL/SANDY

3. (F) TERRAIN CONDITION - ROUGH/UNEVEN

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Occurrence #4: NOSE OVER

Phase of Operation: LANDING

## Pilot Information

Certificate:	Private	Age:	31
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	360 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	ROCKWELL	Registration:	N1356J
Model/Series:	112A 112A	Engines:	1 Reciprocating
Operator:	MOUNTAIN AIR AVIATION	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360-C1D6
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ELP, 3956 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 160°
Temperature:	32° C	Visibility	50 Miles
Precipitation and Obscuration:			
Departure Point:	Destination: DEL CITY, TX (2E5)		

## Airport Information

Airport:	EL PASO INTL (ELP)	Runway Surface Type:	Asphalt
Runway Used:	26L	Runway Surface Condition:	Dry
Runway Length/Width:	9008 ft / 150 ft		

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC): J DAUGHTERY Adopted Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.