



Aviation Investigation Final Report

Location:	NEWTON, Kansas	Accident Number:	CHI96LA044
Date & Time:	December 1, 1995, 13:00 Local	Registration:	N95SF
Aircraft:	HERRING SPORT FAN	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During takeoff, the airplane experienced a total loss of engine power. The pilot maneuvered the airplane to avoid traffic. As a result, the airspeed became too low and the descent rate could not be stopped. The airplane slid off the paved roadway into a ravine. Postaccident examination revealed the engine had low compression in one of the two cylinders. The pilot stated he thought the loss of power resulted from an ignition problem.

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 undetermined reasons. A factor related to the accident was the presence of traffic requiring the pilot to perform an evasive maneuver.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. MISCELLANEOUS,ENGINE - LOW COMPRESSION
 2. (C) REASON FOR OCCURRENCE UNDETERMINED
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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) OBJECT - VEHICLE
- 4. EVASIVE MANEUVER - PERFORMED - PILOT IN COMMAND
- 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Factual Information

On December 1, 1995, at 1300 central standard time (cst), a Herring Dana Sport Fan, N95SF, owned and operated by a private pilot, was substantially damaged during a forced landing, shortly after takeoff from runway 17 at Newton City Airport, Kansas. The pilot reported minor injuries. Visual meteorological conditions prevailed at the time of the accident. The personal 14 CFR Part 91 flight was not operating on a flight plan.

From the pilot's written statement, the airplane made a normal takeoff, at approximately 300 feet the engine lost total power. After an unsuccessful restart, the pilot attempted to land on a paved road. The pilot stated, "...glide was extended to avoid traffic. As a result, the airspeed was too low and descent rate could not be arrested" The airplane came to rest in a ravine alongside the road.

Post accident examination of the airplane by the Federal Aviation Administration Principal Maintenance Inspector (PMI), revealed low compression on one out of the two cylinders. The pilot/owner believes the problem might have been an ignition problem.

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
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 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 9, 1995
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	218 hours (Total, all aircraft), 5 hours (Total, this make and model), 218 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HERRING	Registration:	N95SF
Model/Series:	SPORT FAN SPORT FAN	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	DH001
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	February 25, 1995 Annual	Certified Max Gross Wt.:	800 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5 Hrs	Engine Manufacturer:	BMW R-R
ELT:	Not installed	Engine Model/Series:	R100/7
Registered Owner:	HERRING, DANA	Rated Power:	60 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:	EWK ,1500 ft msl	Distance from Accident Site:	
Observation Time:	13:14 Local	Direction from Accident Site:	
Lowest Cloud Condition:	12000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 12000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	19°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(EWK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class C

Airport Information

Airport:	NEWTON COUNTY EWK	Runway Surface Type:	Asphalt
Airport Elevation:	1500 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	7000 ft / 100 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	37.559722,-97.13018(est)

Administrative Information

Investigator In Charge (IIC):	Carlson, Todd
Additional Participating Persons:	JERRY W UNRUH; WICHITA , KS EARLINE F BILES; WICHITA , KS
Original Publish Date:	April 1, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=10163

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