



Aviation Investigation Final Report

Location:	RIDGELAND, South Carolina	Accident Number:	ATL96LA012
Date & Time:	November 18, 1995, 11:00 Local	Registration:	N950E
Aircraft:	Waco ASO	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After climbing approximately 300 feet after takeoff, the aircraft's engine stopped producing power. The pilot stated that he lowered the nose and banked the aircraft back toward the runway. He attempted to align the aircraft with a runway, but was unable. Subsequently, the aircraft slid off the side of the runway, went down a dirt embankment, and nosed over. Postcrash examination of the aircraft disclosed the ignition system was producing a weak spark.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of the ignition system after takeoff, which resulted the loss of engine power.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) IGNITION SYSTEM - FAILURE

Occurrence #2: FORCED LANDING

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

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

Findings

2. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

On November 18, 1995, at 1100 eastern standard time, a Waco ASO, N950E, was substantially damaged following a collision with the terrain, while maneuvering for an emergency landing at the Ridgeland Municipal Airport in Ridgeland, South Carolina. Neither the commercial pilot nor his passenger were injured in the accident. The flight was being conducted under the provisions of 14 CFR Part 91 by the pilot. Visual meteorological conditions existed at the time of the accident, and no flight plan had been filed for the local, personal flight.

According to the pilot, shortly after liftoff the engine lost power. The pilot attempted a course reversal to the airport. As he maneuvered the airplane for the emergency landing, it collided with runway 3, skidded down a 30 foot embankment, and nosed over.

Post crash engine examination verified that the engine would not run. It was discovered that the spark being produced by the ignition system was weak.

Pilot Information

Certificate:	Commercial	Age:	71, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	September 27, 1995
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3835 hours (Total, all aircraft), 541 hours (Total, this make and model), 3350 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Waco	Registration:	N950E
Model/Series:	ASO ASO	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	142
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	June 1, 1995 Annual	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3085 Hrs	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	W-670-N
Registered Owner:	GEORGE B. FARNSWORTH	Rated Power:	220 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:	CAE ,236 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	10:50 Local	Direction from Accident Site:	310°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16°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 G

Airport Information

Airport:	RIDGELAND MUNICIPAL 3J1	Runway Surface Type:	Asphalt
Airport Elevation:	79 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	3100 ft / 70 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	32.479377,-80.980316(est)

Administrative Information

Investigator In Charge (IIC):	Sasser, Roff
Additional Participating Persons:	LEWIS BLACKWELL; COLUMBIA, , SC
Original Publish Date:	June 7, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3671

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