



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	NEWTON, KS	<b>Accident Number:</b>	CHI96LA044
<b>Date &amp; Time:</b>	12/01/1995, 1300 CST	<b>Registration:</b>	N95SF
<b>Aircraft:</b>	HERRING SPORT FAN	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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

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

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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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	HERRING	<b>Registration:</b>	N95SF
<b>Model/Series:</b>	SPORT FAN SPORT FAN	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	HERRING, DANA	<b>Engine Manufacturer:</b>	BMW R-R
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	R100/7
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	EWK, 1500 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 12000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 110°
<b>Temperature:</b>	19°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(EWK)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	NEWTON COUNTY (EWK)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	17	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	7000 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): TODD J CARLSON Adopted Date: 04/01/1996

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 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.