



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	IOWA PARK, TX	<b>Accident Number:</b>	FTW91DPD01
<b>Date &amp; Time:</b>	11/02/1990, 1542 CST	<b>Registration:</b>	N89KJ
<b>Aircraft:</b>	RANS S-9	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

A POWER LOSS OCCURRED DURING TAKEOFF & THE AIRPLANE SUBSEQUENTLY LANDED HARD IN AN OPEN FIELD. THE FUEL FILTER WAS CLOGGED WITH FIBERGLASS SHAVINGS.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE TOTAL LOSS OF ENGINE POWER DUE TO FUEL STARVATION AS THE RESULT OF A BLOCKED FUEL FILTER IN THE FUEL SYSTEM.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) FUEL SYSTEM,FILTER - BLOCKED(TOTAL)

2. (C) FLUID,FUEL - STARVATION

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Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

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Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	50
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	5422 hours (Total, all aircraft), 3 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>		<b>Registration:</b>	N89KJ
<b>Model/Series:</b>	RANS S-9 RANS S-9	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	KENNETH EARL JAROFZ	<b>Engine Manufacturer:</b>	Bombardier
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	ROTAX 532
<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>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / , 170°
<b>Temperature:</b>	-18°C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Airport Information

<b>Airport:</b>	WICHITA VALLEY (F14)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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

<b>Investigator In Charge (IIC):</b>	ANGELO SPELIOS	<b>Adopted Date:</b>	12/14/1992
<b>Investigation Docket:</b>	NTSB accident and incident docket 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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.