



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Mansfield, OH	<b>Accident Number:</b>	NYC04CA150
<b>Date &amp; Time:</b>	07/01/2004, 1430 EDT	<b>Registration:</b>	N98EH
<b>Aircraft:</b>	Henes Zenair CH 701	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

During the takeoff and initial climb, the engine power was 100 rpm lower than expected, and the oil pressure decreased to 0. The pilot initiated a left turn for a precautionary landing at the airport. The engine continued to lose power during the approach, but it did not experience a total loss of power. The airplane was not aligned with the centerline as it touched down on a runway, and traveled off the left side. Examination of the airplane revealed that the pilot had recently installed a homemade oil cooler adapter on the certificated engine.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during a precautionary landing. A factor was the pilot's unapproved maintenance modification resulting in the loss of oil pressure and partial loss of engine power.

## Findings

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

### Findings

1. (F) LUBRICATING SYSTEM - NO PRESSURE
  2. (F) MAINTENANCE,MODIFICATION - NOT APPROVED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

### Findings

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

### Findings

4. OBJECT - RUNWAY LIGHT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	76, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	05/07/2004
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	360 hours (Total, all aircraft), 10 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Henes	<b>Registration:</b>	N98EH
<b>Model/Series:</b>	Zenair CH 701	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	01
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>		<b>Engine Model/Series:</b>	C-75
<b>Registered Owner:</b>	Edwin Henes	<b>Rated Power:</b>	
<b>Operator:</b>	Edwin Henes	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MFD	Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	8 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27° C / 16° C
Precipitation and Obscuration:			
Departure Point:	Mansfield, OH (MFD)	Type of Flight Plan Filed:	None
Destination:	(MFD)	Type of Clearance:	None
Departure Time:	EDT	Type of Airspace:	Class D

## Airport Information

Airport:	Mansfield Lahm Regional (MFD)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	6795 ft / 150 ft	VFR Approach/Landing:	Precautionary Landing; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	40.821389, -82.516389

## Administrative Information

Investigator In Charge (IIC):	Robert J Gretz	Report Date:	09/01/2004
Additional Participating Persons:			
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 <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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).