



National Transportation Safety Board Aviation Accident Data Summary

Location:	Hudson, CO	Accident Number:	DEN01LA059
Date & Time:	03/01/2001, 1550 MST	Registration:	N4386W
Aircraft:	Meshko Zenair CH-701	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot had just taken off and was climbing at 80 percent power (5,000 rpm) when he noticed the EGT rising "into redline 1,625 degrees F." He leveled off, reduced power to 4,800 rpm, and reduced propeller pitch. EGT stopped rising and came down slightly, but was still above redline. All other engine indications were normal. EGT continued to rise and the engine started losing power and was "running rough." The pilot tried to land at a nearby airport, but was forced to make a landing in an open field. He said he flared at the the last moment and hit the ground sharply. The nose wheel broke off when it struck a tire track and the airplane nosed over. The pilot, who also built the airplane, suspected detonation caused the rise in EGT.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the loss of engine power as a result of detonation. A contributing factor was the unsuitable terrain on which to make a forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE

Findings

1. ENGINE INSTRUMENTS,EGT/TOT GAGE - OVERTEMPERATURE
2. (C) MISC,ENGINE PRE-IGNITION AND/OR DETONATION

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: EMERGENCY LANDING

Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE

Occurrence #4: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - ROUGH/UNEVEN

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	75
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	24006 hours (Total, all aircraft), 56 hours (Total, this make and model), 24006 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Meshko Zenair	Registration:	N4386W
Model/Series:	CH-701	Engines:	1 Reciprocating
Operator:	George M. Meshko	Engine Manufacturer:	Subaru
Operating Certificate(s) Held:	None	Engine Model/Series:	EA 81 150TTB1
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GXY, 4658 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	17 knots / 24 knots, 10°
Temperature:	10°C	Visibility:	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Greeley, CO (GXY)	Destination:	Erie, CO (48V)

Airport Information

Airport:	Platte Valley Airpark (18V)	Runway Surface Type:	Unknown
Runway Used:		Runway Surface Condition:	Unknown
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): Arnold W Scott

Adopted Date: 07/30/2001

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, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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