



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | Tecumseh, MI | Accident Number: | CHI01LA112 |
| Date & Time: | 04/02/2001, 0840 EDT | Registration: | N495C |
| Aircraft: | Meyers 200A | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

The airplane sustained substantial damage on impact with trees and terrain during a forced landing following an in-flight loss of engine power on initial climb. A post impact fire occurred. The pilot reported no injuries. The pilot stated, "I had just completed an annual inspection on it. ... On Monday morning I drained the sumps did a full power run up and proceeded to take off on runway 36 for a local check flight. Everything seemed normal until just after I rotated and cycled the landing gear. A few seconds later I lost power. I switched on the boost pump not normally used for take off, to no avail. The stall warning horn activated and I came down in the trees off the north end of the airport. I had a fire originating from the fuel line to the distribution valve on top of the engine. I exited the aircraft unhurt but neglected to turn off the master switch or the boost pump which was feeding the fire. ... It seems like I lost fuel pressure from the line at the distribution valve which did not come off but was leaking. This caused the engine to quit."

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The fuel starvation. Factors were the loose line at the distribution valve, the inadequate annual inspection the owner/pilot mechanic performed, the unsuitable terrain the pilot encountered during the emergency landing after takeoff, and the trees.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) FUEL SYSTEM,LINE FITTING - LOOSE
2. (F) MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OWNER/PILOT MECHANIC
3. (C) FLUID,FUEL - STARVATION

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

4. (F) OBJECT - TREE(S)

5. (F) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

| | | | |
|----------------------------------|--|------------------------------|------|
| Certificate: | Private | Age: | 52 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 711 hours (Total, all aircraft), 478 hours (Total, this make and model), 565 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| Aircraft Make: | Meyers | Registration: | N495C |
| Model/Series: | 200A | Engines: | 1 Reciprocating |
| Operator: | Keith Thomas Diver | Engine Manufacturer: | Continental |
| Operating Certificate(s) Held: | None | Engine Model/Series: | IO-520-A |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|---|---------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | ADG, 798 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | None | Wind Speed/Gusts, Direction: | 3 knots / , 230° |
| Temperature: | 0°C | Visibility | 10 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | Tecumseh, MI (OMI7) | Destination: | |

Airport Information

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|-----------------------------|------------------|----------------------------------|---------|
| Airport: | AL MEYERS (OMI7) | Runway Surface Type: | Asphalt |
| Runway Used: | 36 | Runway Surface Condition: | Unknown |
| Runway Length/Width: | 2660 ft / 75 ft | | |

Wreckage and Impact Information

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|---------------------|--------|---------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | On-Ground |
| Ground Injuries: | N/A | Aircraft Explosion: | None |

Latitude, Longitude:

Administrative Information

Investigator In Charge (IIC): Edward F Malinowski Adopted Date: 11/23/2001

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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