



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Decherd, TN	<b>Accident Number:</b>	ATL05CA095
<b>Date &amp; Time:</b>	06/03/2005, 1830 CDT	<b>Registration:</b>	N524J
<b>Aircraft:</b>	David S Robbins Christavia MK 1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On June 3, 2005 at 1830 central daylight time, an experimental Christavia MK 1, N524J, collided with the ground while attempting an emergency landing in Decherd, Tennessee. The flight operated under provisions of Title 14 CFR Part 91. Visual meteorological conditions prevailed at the time of the accident and no flight plan was filed. The pilot suffered minor injuries. The airplane was substantially damaged. The flight originated from Winchester Municipal Airport, Winchester, Tennessee on June 3, 2005 at 1800.

The purpose of the flight was to practice for a biennial flight review. The pilot said he performed a preflight inspection but stated that he "failed to visually check the fuel quantity in the tanks." On departure, the fuel gauge read 1/2 full. After 25 minutes of flying, the pilot noticed a minor reduction in engine RPM. The fuel gauge read 3/8 full and the pilot applied carburetor heat. A few minutes later the engine started sputtering and the pilot turned on the electric fuel pump. The pilot stated that the engine failed and he was unsuccessful in restarting it. The pilot located a pasture for an emergency landing and was approximately 50 feet above the ground when he banked hard to the right to avoid four poles sticking out of the ground. The airplane collided with the ground.

The pilot did not report any mechanical malfunction with the airplane prior to the accident. Examination of the airplane revealed the right wing spar broken, all the landing gear detached, the propeller bent, engine compartment crushed and belly of the fuselage crushed. The fuel gauge was on 'E' and there was no fuel recovered from the fuel tanks. The examination of the airplane also revealed that the fuel tanks were not breached.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<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>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	02/01/1999
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	03/01/1999
<b>Flight Time:</b>	500 hours (Total, all aircraft), 269 hours (Total, this make and model), 100 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	David S Robbins	<b>Registration:</b>	N524J
<b>Model/Series:</b>	Christavia MK 1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	524
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	07/01/2004, Annual	<b>Certified Max Gross Wt.:</b>	1320 lbs
<b>Time Since Last Inspection:</b>	7 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	269 Hours	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-200A
<b>Registered Owner:</b>	David S. Robbins	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	David S. Robbins	<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:	KMDQ, 755 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	1823 CDT	Direction from Accident Site:	240°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.85 inches Hg	Temperature/Dew Point:	27° C / 17° C
Precipitation and Obscuration:			
Departure Point:	Winchester, TN (KBGF)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1800 CDT	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	35.216667, -86.083333

## Administrative Information

Investigator In Charge (IIC):	Phil Powell
Additional Participating Persons:	Bruce Bolton; FSDO 03
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:pubinquiry@ntsb.gov">pubinquiry@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> .