



National Transportation Safety Board Aviation Accident Data Summary

Location:	Nappanee, IN	Accident Number:	CEN11CA002
Date & Time:	10/01/2010, 1209 EDT	Registration:	N9049S
Aircraft:	GINGERICH ALTON & SLAGEL DEAN CHRISTAVIA MK 1	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that after takeoff, about 250 feet above ground level (agl), the engine experienced a total loss of power. He reduced the throttle to idle and attempted to land on the runway; however, there was not enough distance remaining. He subsequently pushed the throttle forward and the engine regained power. As the airplane reached approximately 250 feet agl, the engine lost power again. The pilot subsequently set up for a forced landing to a harvested corn field immediately west of the airport. The airplane nosed over during the emergency landing. A postaccident examination of the engine revealed no anomalies consistent with a preimpact failure or malfunction.

Flight Events

Initial climb - Loss of engine power (total)
Emergency descent - Off-field or emergency landing

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The total loss of engine power for undetermined reasons.

Findings

Aircraft-Aircraft power plant-Engine (reciprocating)-(general)-Not specified - C
Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

Pilot Information

Certificate:	Sport Pilot	Age:	69
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	300 hours (Total, all aircraft), 29 hours (Total, this make and model), 297 hours (Pilot In Command, all aircraft), 0 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	GINGERICH ALTON & SLAGEL DEAN	Registration:	N9049S
Model/Series:	CHRISTAVIA MK 1	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Continental
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-200
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	GSH, 827 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	8 knots/ 15 knots, 300°
Temperature:	19° C / 4° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Nappanee, IN (C03)	Destination:	Nappanee, IN (C03)

Airport Information

Airport:	Nappanee Muni (C03)	Runway Surface Type:	Asphalt
Runway Used:	27	Runway Surface Condition:	Dry
Runway Length/Width:	3675 ft / 50 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Timothy Sorensen	Adopted Date:	03/16/2011
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77489		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.