Aviation Investigation Final Report

Location:	Tecumseh, Michigan	**Accident Number:**	CHI01LA112
Date & Time:	April 2, 2001, 08:40 Local	**Registration:**	N495C
Aircraft:	Meyers 200A	**Aircraft Damage:**	Substantial
Defining Event:		**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 distrabution 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 distrabution valve which did not come off but was leaking. This caused the engine to quit."

Probable Cause and Findings

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

Factual Information

On April 2, 2001, about 0840 eastern daylight time, a Meyers 200A, N495C, piloted by a private pilot, sustained substantial damage on impact with trees and terrain during a forced landing following an in-flight loss of engine power on initial climb out from Meyers-Diver's Airport, near Tecumseh, Michigan. A post impact fire occurred. The personal flight was operating under 14 CFR Part 91. Visual meteorological conditions prevailed at the time of the accident. No flight plan was on file. The pilot reported no injuries. The local flight was originating at the time of the accident.

The pilot stated, "I had just completed an annual inspection on it. On Friday I had taxied the airplane around [and] done a full power run up[.] I then removed the cowling to check things over. Everything seemed OK. 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 distrabution 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. After evaluating the situation for safety I reentered the aircraft and turned off the master switch. We were then able to put out the fire which was isolated to the top of the engine compartment. It seems like I lost fuel pressure from the line at the distrabution valve which did not come off but was leaking. This caused the engine to quit."

Pilot Information

Certificate:	Private	**Age:**	52,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	March 5, 2001
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	March 14, 2001
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	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	259
Landing Gear Type:	Retractable - Tricycle	**Seats:**	4
Date/Type of Last Inspection:	March 7, 2001 Annual	**Certified Max Gross Wt.:**	3000 lbs
Time Since Last Inspection:	1 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	2803 Hrs	**Engine Manufacturer:**	Continental
ELT:	Installed, not activated	**Engine Model/Series:**	IO-520-A
Registered Owner:	Keith Thomas Diver	**Rated Power:**	285 Horsepower
Operator:		**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	ADG,798 ft msl	**Distance from Accident Site:**	11 Nautical Miles
Observation Time:	08:53 Local	**Direction from Accident Site:**	220°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	3 knots / None	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	230°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.03 inches Hg	**Temperature/Dew Point:**	0°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tecumseh, MI (0MI7)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	08:40 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	AL MEYERS 0MI7	**Runway Surface Type:**	Asphalt
Airport Elevation:	815 ft msl	**Runway Surface Condition:**	Unknown
Runway Used:	36	**IFR Approach:**	Unknown
Runway Length/Width:	2660 ft / 75 ft	**VFR Approach/Landing:**	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	On-ground
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	42.00048,-83.939361(est)

Administrative Information

Investigator In Charge (IIC):	Malinowski, Edward
Additional Participating Persons:	Melvin Beasley; Federal Aviation Administration; Belleville, MI
Original Publish Date:	November 23, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=52018