



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 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 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 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. 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 distribution 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 OMI7	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.nts.gov/Docket?ProjectID=52018

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).