



Aviation Investigation Final Report

Location:	Stacy, Minnesota	Accident Number:	CEN09LA561
Date & Time:	September 3, 2009, 19:30 Local	Registration:	N2629G
Aircraft:	Champion 7KCAB	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A witness reported that the airplane had just taken off and that it sounded like the engine was having problems. He reported that the pilot turned the airplane around and was attempting to return to the airstrip. The airplane impacted the ground, bounced, and came to rest inverted. Both wings were separated from the fuselage, which sustained substantial damage. An on-scene inspection of the engine revealed the gascolator bowl was broken away from the engine. Fuel was present in the fuel line leading to the carburetor. Examination of the spark plugs indicated they were blackened with soot. The air intake box was pushed up into the carburetor. The airplane and engine were not accessible for further examination.

Probable Cause and Findings

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

Findings

Not determined (general) - Unknown/Not determined

Factual Information

History of Flight

Initial climb	Loss of engine power (partial)
Emergency descent	Loss of control in flight (Defining event)
Emergency descent	Collision with terr/obj (non-CFIT)

On September 3, 2009, at 1930 central daylight time, a Champion 7KCAB, N2629G, collided with the terrain following a loss of engine power on takeoff from a private airstrip in Stacy, Minnesota. The pilot and passenger were seriously injured. The airplane was substantially damaged. The personal flight was operating under Title 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed and no flight plan was filed. The local flight was originating at the time of the accident.

The airplane took off to the south from the private airstrip just prior to the accident. One of the pilot's sons reported that it sounded like the engine was having problems. He reported the pilot turned the airplane around and was attempting to return to the airstrip to land. The airplane impacted the ground, bounced, and came to rest inverted about 80 feet from the initial impact.

An on-scene inspection of the engine revealed the gascolator bowl was broken away from the engine. Fuel was present in the fuel line leading to the carburetor. Examination of the spark plugs indicated they were blackened with soot. The air intake box was pushed up into the carburetor. The airplane and engine were not accessible for further examination.

The last annual inspection was performed on November 7, 2006, by the previous aircraft owner.

The pilot's last flight review was on August 18, 2006. The last entry in his pilot logbook was dated July 31, 2007. At that time the pilot had logged a total of approximately 150 hours of flight time.

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
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	Last FAA Medical Exam:	March 13, 2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 18, 2006
Flight Time:	150 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Champion	Registration:	N2629G
Model/Series:	7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	57
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 7, 2006 Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	IO-320 SERIES
Registered Owner:	TACHENY ALLEN R	Rated Power:	150 Horsepower
Operator:	TACHENY ALLEN R	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ANE,1246 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	18:55 Local	Direction from Accident Site:	210°
Lowest Cloud Condition:	Clear	Visibility	12 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	22°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Stacy, MN (PVT)	Type of Flight Plan Filed:	Unknown
Destination:	Stacy, MN (PVT)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Private PVT	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	45.42889,-92.986114

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	Mike Legler; FAA-MSP-FSDO; Minneapolis, MN
Original Publish Date:	March 3, 2010
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=74656

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).