



Aviation Investigation Factual Report

Location:	Creswell, Oregon	Accident Number:	SEA05LA016
Date & Time:	November 14, 2004, 14:00 Local	Registration:	N80AH
Aircraft:	Hannah Avid Amphibian	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On November 14, 2004, approximately 1400 Pacific standard time, a Hannah Avid Amphibian experimental airplane, N80AH, was substantially damaged during a forced landing following a total loss of engine power near Creswell, Oregon. The airplane was registered to and operated by a private individual. The certificated private pilot, sole occupant of the airplane, sustained minor injuries. Visual meteorological conditions prevailed for the personal flight, which was being operated in accordance with 14 CFR Part 91, and a flight plan was not filed. The flight was originating from the Walker Airport (OR57), Creswell, Oregon, at the time of the accident.

According to the Pilot/Operator Aircraft Accident Report (NTSB form 6120.1/2), the pilot reported that on the takeoff run to the north at about mid field, "...the engine backed off. I lowered the nose to maintain speed and was about to pull off all power for a straight ahead landing when full power returned." The pilot stated that he decided to go around "for a normal pattern landing," but 3 to 5 seconds later the engine stopped completely. Approaching the end of the runway at between 100 feet to 150 feet above ground level (AGL), the pilot reported that he could no longer land straight ahead due to the airport fence, rough pasture, trees, and a barn in his path. The pilot stated that he initiated a left turn with the intention of landing in a pasture northwest of the runway; however, numerous cows were in his path. The pilot further stated that he continued turning left, but due to his distraction with the cows his airspeed was now between 30 to 35 MPH at an altitude of about 25 feet AGL. The pilot reported the airplane's left wing stalled, impacted the ground, and came to rest in an upright position. There was no post crash fire.

Two Federal Aviation Administration (FAA) airworthiness inspectors, who performed a post accident inspection on the airplane, reported they were unable to verify control surface continuity due to the aircraft's condition. A post accident engine run was not performed due to inadequate conditions, but the engine drive train had free movement and was turned through by hand. The pilot reported to the inspectors that this particular model engine was not equipped with a carburetor heat system, and that he suspected carburetor ice. According to information on a Carburetor Icing Probability Chart, and the temperature/dew point in which the airplane was operating, a "serious icing" probability could have existed. (SEE ATTACHMENT #1)

At 1454, the Automated Surface Observing System located at the Mahlon Sweet Field, Eugene, Oregon, 18 nautical miles northwest of the accident site, reported wind 010 degrees at 5 knots, visibility 10 statute miles, overcast clouds at 11,000 feet, temperature 13 degrees C, dew point 9 degrees C, and an altimeter setting of 30.05 inches of Mercury.

Pilot Information

Certificate:	Private	Age:	69, Male
Airplane Rating(s):	Single-engine land; Multi-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:	November 18, 2003
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 18, 2003
Flight Time:	792 hours (Total, all aircraft), 33 hours (Total, this make and model), 769 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hannah	Registration:	N80AH
Model/Series:	Avid Amphibian	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	80A
Landing Gear Type:	Tailwheel; Amphibian	Seats:	3
Date/Type of Last Inspection:	March 1, 2004 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	3.8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	161 Hrs as of last inspection	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	582 VL
Registered Owner:	Daniel O. Cathey Jr.	Rated Power:	65 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:	EUG,369 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	14:54 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 10420 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	13°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Cottage Grove, OR (OR57)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Walker Airport OR57	Runway Surface Type:	Grass/turf
Airport Elevation:	580 ft msl	Runway Surface Condition:	
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	1743 ft / 80 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	43.86861,-123.033889

Administrative Information

Investigator In Charge (IIC): Little, Thomas

Additional Participating Persons: Robert Martinez; Federal Aviation Administration; Hillsboro, OR

Report Date: March 4, 2005

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=60554>

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](#).