



# Aviation Investigation Final Report

<b>Location:</b>	Palm City, Florida	<b>Accident Number:</b>	MIA05LA111
<b>Date &amp; Time:</b>	May 27, 2005, 11:35 Local	<b>Registration:</b>	N401KY
<b>Aircraft:</b>	Hamilton Stoddard Glassair II S	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

According to the pilot, the takeoff was normal until just after rotation, when he felt a loss of power during the takeoff/initial climb. At an altitude of about 30 feet AGL, he said he saw that the engine rpm had dropped from 2270 rpm to about 1800 rpm, and he immediately concentrated on maintaining airspeed, which had dropped to about 60 to 65 mph. According to the pilot, all he could do was to maintain a wings-level attitude just above stall speed and fly the airplane into the trees. Postcrash examination of the accident airplane was performed by an FAA licensed airframe and powerplant mechanic, under the supervision of an FAA Inspector. According the mechanic, the throttle cable was found to have pulled free of the hole/nut that secured the throttle cable to the throttle arm on the carburetor. No other anomalies were noted to exist any other airplane systems.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Improper maintenance by other maintenance personnel, which resulted in the throttle cable being loose and detaching from the throttle arm during takeoff, resulting in a loss of engine power.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) MAINTENANCE - IMPROPER - OTHER MAINTENANCE PERSONNEL
2. THROTTLE/POWER LEVER,CABLE - LOOSE PART/BOLT/NUT/CLAMP/ETC
3. THROTTLE/POWER LEVER,CABLE - DISCONNECTED

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

4. OBJECT - TREE(S)

## Factual Information

On May 27, 2005, about 1135 eastern daylight time, a Hamilton Stoddard Glasair II S experimental amateur-built airplane, N401KY, registered to and operated by a private individual, as a Title 14 CFR Part 91 personal flight, crashed in the vicinity of the Naked Lady Ranch Airport, Palm City, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The airline transport-rated pilot received minor injuries, and the airplane was destroyed. The flight was originating at the time of the accident.

According to the pilot, the takeoff was normal until just after rotation, when he felt a loss of power during the takeoff/initial climb. At an altitude of about 30 feet AGL, he said he saw that the engine rpm had dropped from 2270 rpm to about 1800 rpm, and he immediately concentrated on maintaining airspeed, which had dropped to about 60 to 65 mph. According to the pilot, all he could do was to maintain a wings-level attitude just above stall speed and fly the airplane into the trees.

Postcrash examination of the accident airplane was performed by an FAA licensed airframe and powerplant mechanic, under the supervision of an FAA Inspector. According the mechanic, the throttle cable was found to have pulled free of the hole/nut that secured the throttle cable to the throttle arm on the carburetor. No other anomalies were noted to exist in any other airplane systems.

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1	<b>Last FAA Medical Exam:</b>	January 1, 2005
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	January 1, 2005
<b>Flight Time:</b>	15000 hours (Total, all aircraft), 120 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Hamilton Stoddard	<b>Registration:</b>	N401KY
<b>Model/Series:</b>	Glassair II S	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	2083
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	August 1, 2004 Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>	15 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	250 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-D1A
<b>Registered Owner:</b>	Thomas M. Niebauer	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SUA	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	11:55 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 3400 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots / 0 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	70°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.01 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 22°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Palm City, FL (64FA)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(64FA)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:35 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Naked Lady Ranch 64FA	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	Unknown
<b>Runway Length/Width:</b>	3300 ft / 120 ft	<b>VFR Approach/Landing:</b>	Unknown

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	27.149166,-80.340835

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lovell, John
<b>Additional Participating Persons:</b>	Carlton Kitchen; FAA FSDO; Fort Lauderdale, FL
<b>Original Publish Date:</b>	March 28, 2006
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=61616">https://data.ntsb.gov/Docket?ProjectID=61616</a>

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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](#).