



Aviation Investigation Final Report

Location:	Pacific City, Oregon	Accident Number:	LAX08CA143
Date & Time:	May 17, 2008, 08:35 Local	Registration:	N486EM
Aircraft:	Mason RV-9A	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (partial)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was on final approach in the traffic pattern, when the pilot noticed it was descending too fast. He attempted to increase the engine rpm by pushing the throttle forward. The engine did not respond as he expected, with no increase in rpm occurring from the throttle movement, until just prior to touchdown. The airplane touched down hard on the runway surface, subsequently bouncing back airborne. The airplane touched down again and the pilot experienced a loss of control. The nose landing gear collapsed and the airplane continued to skid; it came to rest inverted. A Meteorological Terminal Aviation Routine Weather Report (METAR) indicated a temperature of 62.6 degrees Fahrenheit, a dewpoint of 59 degrees Fahrenheit, and a relative humidity of 88 percent. According to a carburetor icing probability chart, these conditions are conducive for serious icing at glide power.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate flare and failure to maintain control following a hard landing. Contributing to the accident was a temporary partial loss of power due to carburetor icing conditions.

Findings

Environmental issues	Conducive to carburetor icing - Not specified
Aircraft	Landing flare - Incorrect use/operation
Personnel issues	Aircraft control - Pilot
Aircraft	Fuel control/carburetor - Not used/operated

Factual Information

History of Flight

Approach	Loss of engine power (partial) (Defining event)
Landing-flare/touchdown	Hard landing
Landing-flare/touchdown	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	70, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	May 1, 2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	670 hours (Total, all aircraft), 91 hours (Total, this make and model), 38 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mason	Registration:	N486EM
Model/Series:	RV-9A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	001
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-320
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	17°C / 15°C
Precipitation and Obscuration:			
Departure Point:	Aurora, OR (UAO)	Type of Flight Plan Filed:	VFR
Destination:	Pacific City, OR (PFC)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Pacific City State Airport PFC	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	32	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	45.199722,-123.962219

Administrative Information

Investigator In Charge (IIC):	Keliher, Zoe
Additional Participating Persons:	Greg Burns; Federal Aviation Administration; Portland, OR
Original Publish Date:	June 30, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=68049

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](#).