



Aviation Investigation Final Report

Location:	Hayden, Idaho	Accident Number:	WPR14CA190
Date & Time:	May 14, 2014, 17:20 Local	Registration:	N176WW
Aircraft:	AVIAT AIRCRAFT INC A 1B	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (partial)	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The amphibious airplane was en route to its destination; at time of arrival the temperature was 75 degrees F and the dew point was 43 degrees F. These conditions were conducive to serious carburetor icing at glide power. The pilot stated upon entering the base leg he reduced power and began the descent for landing. While descending he reapplied power to which the engine was unresponsive. Actions by the pilot to restore power were unsuccessful and he initiated an off airport forced landing to a grass field northeast of the airport. Due to insufficient altitude the airplane struck a vehicle before the airplane stalled and impacted the ground. The airplane sustained substantial damage to the right wing and left wing lift strut. The pilot stated he was unsure whether there were any mechanical malfunctions with the engine but did believe the loss of power resulted from carburetor icing. A postaccident engine examination revealed no evidence of preimpact mechanical malfunctions or failures with the engine which would have precluded normal operation.

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 due to encounter with weather conditions conducive to carburetor icing. Contributing the accident was the pilot's inadequate weather planning.

Findings

Aircraft	Powerplant parameters - Attain/maintain not possible
Environmental issues	Conducive to carburetor icing - Effect on equipment
Personnel issues	Weather planning - Pilot
Environmental issues	Ground vehicle - Contributed to outcome

Factual Information

History of Flight

Approach-VFR pattern base	Loss of engine power (partial) (Defining event)
Approach-VFR pattern base	Off-field or emergency landing

Pilot Information

Certificate:	Private	Age:	73
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	April 1, 2013
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	September 20, 2012
Flight Time:	3240 hours (Total, all aircraft), 300 hours (Total, this make and model), 3240 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1.5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AVIAT AIRCRAFT INC	Registration:	N176WW
Model/Series:	A 1B	Aircraft Category:	Airplane
Year of Manufacture:	2006	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2377
Landing Gear Type:	N/A; Amphibian	Seats:	2
Date/Type of Last Inspection:	June 20, 2013 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	346 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A1P
Registered Owner:	On file	Rated Power:	180 Horsepower
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:	KCOE, 2320 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	17:20 Local	Direction from Accident Site:	227°
Lowest Cloud Condition:	Clear	Visibility:	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	24°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SPOKANE, WA (SFF)	Type of Flight Plan Filed:	None
Destination:	COEUR D'ALENE, ID (KCOE)	Type of Clearance:	None
Departure Time:	16:20 Local	Type of Airspace:	Class E

Airport Information

Airport:	COEUR D'ALENE - PAPPY BOYINGTO COE	Runway Surface Type:	Asphalt
Airport Elevation:	2320 ft msl	Runway Surface Condition:	Unknown
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	5400 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	47.780834,-116.794998(est)

Administrative Information

Investigator In Charge (IIC):	Jones, Patrick
Additional Participating Persons:	Monty Coordes; Federal Aviation Administration; Spokane, WA
Original Publish Date:	September 2, 2014
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=89212

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