



National Transportation Safety Board Aviation Accident Final Report

Location:	North Bend, OR	Accident Number:	SEA07LA025
Date & Time:	12/02/2006, 1600 PST	Registration:	N914C
Aircraft:	Holloway RV6A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Witnesses observed the airplane impact the water as the pilot maneuvered it at low altitude over the ocean. The weather conditions at the time were clear and sunny. One witness reported that he observed the airplane about 500 feet above ground level in a slightly nose down attitude (about 15 degrees nose low) with the wings "near vertical." As it descended, the "wings fluttered," and the airplane entered a steeper dive. The airplane's "nose went even more vertical," and the airplane accelerated towards the water. It hit nose first, then right wing, and sank immediately. Another witness reported that the airplane went by his position going north, flying parallel to the shoreline. It then made a "real tight, real fast" 180-degree turn and headed south. The airplane was "flying just fine but was real low," maybe 200 to 300 feet above ground level. It "went sideways" so that he could see the top of the airplane and then immediately nose-dived into the ocean. The wing and nose hit at about the same time, and the airplane sank immediately. A search of the area using boats and a helicopter revealed an oil slick and several small pieces of floating debris. The wreckage of the airplane was not recovered.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain clearance from the water while performing low altitude maneuvering flight resulting in an in flight collision with the water.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. TERRAIN CONDITION - WATER
2. (C) LOW ALTITUDE FLIGHT/MANEUVER - PERFORMED - PILOT IN COMMAND
3. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On December 2, 2006, about 1600 Pacific standard time, a Holloway RV6A amateur-built experimental airplane, N914C, collided with ocean water about 500 yards off Horsefall Beach, located about 2 miles northwest of North Bend, Oregon. The airplane sank and is presumed destroyed, and the two occupants, a private pilot and a passenger, were fatally injured. The airplane was registered to the passenger and operated by the pilot. Visual meteorological conditions prevailed and no flight plan was filed for the local personal flight conducted under 14 CFR Part 91. The airplane departed from Southwest Oregon Regional Airport in North Bend at an unknown time.

According to information provided by the Coos County Sheriff's Office, witnesses reported that they saw a small airplane traveling at a high rate of speed flying parallel to Horsefall Beach in a northerly direction. A few moments later, they saw the same airplane fly southbound in a similar fashion and nose into the ocean about 500 yards off of the beach. Sheriff's Office personnel reported that the weather conditions at the time were clear and sunny with a temperature near 55 degrees F. A search of the area using boats and a helicopter revealed an oil slick and several small pieces of floating debris. The passenger's body was recovered on December 7, 2006, approximately 4 miles south of the accident site. The pilot's body was recovered on December 16, 2006, approximately 40 miles north of the accident site, near Florence, Oregon. Small pieces of wreckage washed ashore; however, the majority of the airplane was not recovered.

During a telephone interview conducted by the NTSB investigator-in-charge (IIC), a witness reported that he was standing on the beach with his back to the water when he caught sight of the airplane to his left, about 1/2 mile north of his position. It was about 500 feet above ground level in a slightly nose down attitude (about 15 degrees nose low) with the wings "near vertical." The port wing was facing up and the belly of the airplane was facing towards him. The airplane was descending and when it was about half way to the ground, the "wings fluttered," and the airplane entered a steeper dive. The airplane's "nose went even more vertical," and the airplane accelerated towards the water. He saw the water splash when the airplane hit the ocean. It hit nose first, then starboard wing, and sank immediately. He did not hear any sound at all, except the impact with the water.

A second witness was also interviewed by the NTSB IIC. This witness reported that he was riding in a friend's truck, and they were driving south along the beach. He had seen the accident airplane flying with another airplane a couple of hours earlier. When he saw the airplane earlier, it was "a lot higher," it was "not doing tricks," and it was following the coastline. When he saw the airplane for the second time, it was "pretty low" maybe about 500 feet above ground level. It went by his position going north, flying parallel to the shoreline. He had the window rolled down, and he could hear the airplane's engine running. The airplane turned and went south. It was a "real tight, real fast" turn. He lost sight of the airplane for a couple of seconds and when he saw it again, it was directly offshore from his position in the truck. The airplane was "flying just fine but was real low," maybe 200 to 300 feet above ground level. It "went sideways" so that he could see the top of the airplane and then immediately nose-dived into the ocean. The wing and nose hit at about the same time, and the airplane sank immediately.

The airplane's maintenance records were not located during the investigation. FAA records

indicated that the airplane was issued an experimental airworthiness certificate in the amateur built category on August 19, 2005. The records listed the passenger as the builder of the airplane.

According to FAA records, the pilot held a private pilot certificate with an airplane single engine land rating. His most recent medical certificate was a third class medical issued on May 23, 2005, with no limitations. On the application for this medical certificate, the pilot reported that he had a total flight time of 285 hours with 3 hours flown in the past 6 months. The passenger held a student pilot certificate/third class medical issued on October 27, 2005, with the limitation, must wear corrective lenses. On the application for this medical certificate, the passenger reported that he had a total flight time of 40 hours with no hours flown in the past 6 months.

An autopsy of the pilot was conducted on December 19, 2006, at the Sacred Heart Medical Center Morgue in Eugene, Oregon by a Deputy State Medical Examiner. The cause of death determined was severe blunt trauma. Toxicological tests conducted by the FAA's Toxicology and Accident Research Laboratory were negative for carbon monoxide, cyanide, and drugs. Ethanol was detected in the samples; however, the report noted that the ethanol found was from sources other than ingestion.

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-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:	Yes
Medical Certification:	Class 3 Without Waivers/Limitations	Last FAA Medical Exam:	05/01/2005
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	285 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Holloway	Registration:	N914C
Model/Series:	RV6A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	21934
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-360
Registered Owner:	On file	Rated Power:	180 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OTH, 17 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1555 PST	Direction from Accident Site:	135°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.37 inches Hg	Temperature/Dew Point:	11° C / 1° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	North Bend, OR (OTH)	Type of Flight Plan Filed:	None
Destination:	(OTH)	Type of Clearance:	None
Departure Time:	PST	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	43.478056, -124.270000

Administrative Information

Investigator In Charge (IIC): Georgia R Struhsaker **Report Date:** 07/25/2007

Additional Participating Persons: Cathryn Kurtz; FAA FSDO; Hillsboro, OR

Publish Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).