National Transportation Safety Board
Aviation Accident Data Summary

Location:	Willimantic, CT	**Accident Number:**	ERA12LA131
Date & Time:	01/01/2012, 1211 EST	**Registration:**	N667JH
Aircraft:	HANEY JOHN F B SEASTAR XP	**Injuries:**	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Before the experimental, amateur-built, amphibious biplane's first test flight, the pilot/owner/builder ran the engine for about 20 minutes. He then taxied to the runway and departed. He flew for about 25 minutes before returning to the airport. After landing, he then taxied back to the runway, departed, circled the field for an additional 20 minutes, then returned to perform a touch-and-go landing. After touching down, adding power, and beginning the initial climb, the engine lost partial power and the engine's rpm decreased to about 3,000 rpm. Because the airplane was past the departure end of the runway, the pilot performed a water landing on a nearby reservoir. During the landing, the left lower wing struck the water and separated from its mounting location. After the airplane slowed, the pilot noticed that the engine was still running; however, when he advanced the throttle, the rpm would initially increase and then immediately decrease to 2,000 rpm. Examination of the airplane and engine revealed no mechanical failure or malfunction that would have precluded normal operation. It was further noted that the engine was not equipped with a carburetor heat system or insulated fuel hoses, as recommended by the engine manufacturer. Due to the ambient air temperature at the time of the accident, it was improbable that vapor lock caused the partial loss of power. Review of a carburetor icing probability chart revealed that weather conditions were conducive for serious carburetor icing. Therefore, it is likely that had a carburetor heat system been installed and the pilot had applied carburetor heat before his initial power reduction, the formation of carburetor ice would have been prevented.

Flight Events

Initial climb - Loss of engine power (partial)
Emergency descent - Loss of engine power (partial)
Landing - Off-field or emergency landing
Landing - Dragged wing/rotor/float/other
Landing - Aircraft structural failure

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
A partial loss of engine power due to carburetor icing. Contributing to the accident was the lack of an installed manufacturer-recommended carburetor heat system.

Findings

Aircraft-Aircraft systems-Ice/rain protection system-Intake anti-ice, deice-Design - F
Aircraft-Aircraft power plant-Engine fuel and control-Fuel control/carburetor-Capability exceeded - C
Personnel issues-Task performance-Maintenance-Installation-Owner/builder - F
Environmental issues-Conditions/weather/phenomena-Temp/humidity/pressure-Conducive to carburetor icing-Effect on equipment - C

Pilot Information

Certificate:	Private	**Age:**	73
Airplane Rating(s):	Single-engine Land; Single-engine Sea	**Instrument Rating(s):**	Airplane
Other Aircraft Rating(s):	None	**Instructor Rating(s):**	None
Flight Time:	693 hours (Total, all aircraft), 2 hours (Total, this make and model), 650 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	HANEY JOHN F B	**Registration:**	N667JH
Model/Series:	SEASTAR XP	**Engines:**	1 Reciprocating
Operator:	On file	**Engine Manufacturer:**	Rotax
Air Carrier Operating Certificate:	None	**Engine Model/Series:**	912ULS
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	BDL, 173 ft msl	**Weather Information Source:**	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	**Lowest Ceiling:**	Broken / 25000 ft agl
Condition of Light:	Day	**Wind Speed/Gusts, Direction:**	7 knots, 160°
Temperature:	9°C / 4°C	**Visibility**	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Willimantic, CT (IJD)	**Destination:**	Willimantic, CT (IJD)

Airport Information

Airport:	Windham Airport (IJD)	**Runway Surface Type:**	
Runway Used:	N/A	**Runway Surface Condition:**	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	N/A	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None

Administrative Information

Investigator In Charge (IIC):	Todd G Gunther	**Adopted Date:**	09/05/2013
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=82595		

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