



National Transportation Safety Board Aviation Accident Data Summary

Location:	Buena Vista, CO	Accident Number:	CEN16FA241
Date & Time:	07/04/2016, 1128 MDT	Registration:	N46EB
Aircraft:	BOEVE EARL SEAWIND	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot was making a personal flight in the experimental amateur-built airplane. A witness at the destination airport reported hearing the pilot declare a "mayday" on the airport's common traffic advisory frequency, but the pilot did not state the nature of the emergency. Witnesses near the accident site reported hearing the airplane's engine running extremely rough and seeing the airplane's wings rocking back and forth. The accident site was in an open, flat field with sparse vegetation and ample area in which to make a forced landing. Examination of the wreckage indicated that the airplane impacted the ground and nosed over, and a fire then erupted which consumed most of the airplane. Fire damage precluded a complete examination of the airframe, engine, and systems; however, the examinations that were performed did not reveal any preimpact anomalies. Based on the available evidence, it is likely that the airplane's engine lost partial power for a reason that could not be determined due to the extent of the fire damage, and the pilot did not maintain control of the airplane during the ensuing forced landing.

Flight Events

Enroute-cruise - Loss of engine power (partial)
Landing - Loss of control in flight
Landing - Hard landing
Landing - Nose over/nose down

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain control of the airplane during a forced landing following a partial loss of engine power, which resulted in a hard landing and nose over. The reason for the loss of engine power could not be determined due to the severity of the postimpact fire damage.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

Pilot Information

Certificate:	Private	Age:	63
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	BOEVE EARL	Registration:	N46EB
Model/Series:	SEAWIND NO SERIES	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-540-K1G5D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AEJ, 7950 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	8 knots / , 140°
Temperature:	22° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Leadville, CO (LXV)	Destination:	BUENA VISTA, CO (AEJ)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Latitude, Longitude:	38.862500, -106.156944		

Administrative Information

Investigator In Charge (IIC):	John M Brannen	Adopted Date:	11/29/2016
Note:	The NTSB traveled to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=93522		

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.