



Aviation Investigation Factual Report

Location:	Ontario, Oregon	Accident Number:	SEA02LA010
Date & Time:	November 2, 2001, 14:00 Local	Registration:	N26WF
Aircraft:	Fetherolf Hatz CB-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On November 2, 2001, approximately 1400 mountain standard time, a Fetherolf Hatz CB-1 experimental-category amateur-built airplane, N26WF, suffered a broken weld in the right main landing gear during landing at Ontario, Oregon, resulting in a separation of the right main gear tire. The airplane subsequently departed the side of the landing runway and nosed down, receiving substantial damage. The private pilot-in-command of the aircraft, who owned and had built the airplane and was its sole occupant, was not injured in the accident. Visual meteorological conditions with light and variable winds prevailed and no flight plan had been filed for the 14 CFR 91 personal flight from Nampa, Idaho.

The pilot reported that he landed to the north (runway 32) on a 4,529- by 100-foot hard-surface runway. He reported that he touched down with a light bounce. He stated that while rolling, there was suddenly a violent pull to the right after hearing a "crunch." The pilot reported that he applied left brake but that the plane left the runway to the right, went into the dirt and up onto its nose and upper left wingtip. He reported that the airplane, including the part that suffered the broken weld, had 17.4 hours total time. The pilot listed "better construction [technique] by builder" as an owner/operator safety recommendation on his NTSB accident report.

The pilot, who also held a repairman/experimental aircraft builder certificate for the accident aircraft, indicated on his NTSB accident report that the aircraft's last inspection was a continuous airworthiness inspection performed on August 3, 1995, 17.4 flight hours before the accident. A copy of the aircraft's engine log furnished by the pilot contained an entry dated September 15, 2001, for a "conditional inspection" signed by the pilot. The pilot did not furnish a copy of the aircraft log. According to the FAA aircraft registry, the accident aircraft received an experimental/amateur-built airworthiness certificate on April 22, 1999.

Pilot Information

Certificate:	Private	Age:	60,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 22, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	September 5, 2000
Flight Time:	132 hours (Total, all aircraft), 20 hours (Total, this make and model), 132 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Fetherolf	Registration:	N26WF
Model/Series:	Hatz CB-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	CB-1 222
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	17.4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	17.4 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-290-D
Registered Owner:	On file	Rated Power:	125 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:	ONO,2193 ft msl	Distance from Accident Site:	
Observation Time:	13:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.19 inches Hg	Temperature/Dew Point:	17°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Nampa (S67)	Type of Flight Plan Filed:	None
Destination:	Ontario, OR (ONO)	Type of Clearance:	None
Departure Time:	12:54 Local	Type of Airspace:	Class G

Airport Information

Airport:	Ontario Muni ONO	Runway Surface Type:	Asphalt
Airport Elevation:	2193 ft msl	Runway Surface Condition:	Unknown
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	4529 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	44.079162,-117.010757(est)

Administrative Information

Investigator In Charge (IIC):	Nesemeier, Gregg
Additional Participating Persons:	Lewis Sanders; FAA - Boise FSDO; Boise, ID
Report Date:	May 2, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=53716

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](#).