



# Aviation Investigation Final Report

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<b>Location:</b>	Red Wing, Minnesota	<b>Accident Number:</b>	CEN20CA250
<b>Date &amp; Time:</b>	June 25, 2020, 15:00 Local	<b>Registration:</b>	N35JA
<b>Aircraft:</b>	Hatz HATZ CB 1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Abnormal runway contact	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The commercial pilot was practicing landings with light wind present in his tailwheel airplane on an occasionally used grass area south of the paved runway. The pilot made one successful landing on the grass. During the next landing, the airplane bounced, which resulted in a nose up attitude. The pilot does not recall if he added engine power to remedy the bounced landing. However, the pilot did not perform a go-around as recommended by the Federal Aviation Administration Airplane Flying Handbook. The airplane stalled and impacted terrain in a nose low attitude. The propeller "dug in" the terrain and the airplane nosed over. The airplane subsequently sustained substantial empennage damage. The pilot indicated that there were no mechanical malfunctions with the airplane.

## Probable Cause and Findings

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

The pilot's failure to perform a go around following a bounced landing that resulted in an aerodynamic stall.

## Findings

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Personnel issues

Aircraft control - Pilot

## Factual Information

### History of Flight

Landing	Abnormal runway contact (Defining event)
Landing	Aerodynamic stall/spin

### Pilot Information

Certificate:	Commercial	Age:	71, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	BasicMed	Last FAA Medical Exam:	October 3, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 26, 2018
Flight Time:	1804 hours (Total, all aircraft), 12.5 hours (Total, this make and model), 1602 hours (Pilot In Command, all aircraft), 5.3 hours (Last 90 days, all aircraft), 2.5 hours (Last 30 days, all aircraft), 0.5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Hatz	Registration:	N35JA
Model/Series:	HATZ CB 1 No Series	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	20
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 20, 2020 Condition	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	485 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-320-A3B
Registered Owner:	On file	Rated Power:	150 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KRGK, 780 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	15:35 Local	<b>Direction from Accident Site:</b>	180°
<b>Lowest Cloud Condition:</b>	Scattered / 7000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.88 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Red Wing, MN (RGK )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Red Wing, MN (RGK )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	RED WING RGNL RGK	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	777 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5010 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	44.589443,-92.485(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Malinowski, Edward
<b>Additional Participating Persons:</b>	Edward Martin; Federal Aviation Administration; Minneapolis, MN
<b>Original Publish Date:</b>	May 6, 2021
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=101504">https://data.nts.gov/Docket?ProjectID=101504</a>

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