Aviation Investigation Final Report

Location:	Nampa, Idaho	**Accident Number:**	SEA04CA105
Date & Time:	June 16, 2004, 12:00 Local	**Registration:**	NX26WF
Aircraft:	Fetherolf Hatz CB-1	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot came to the airport to regain takeoff and landing proficiency in the subject aircraft since he had not flown it for a "considerable period of time." After taking off from runway 29, he continued around the VFR pattern, and established the aircraft on a final approach for a three-point landing on the same runway. As he crossed the runway threshold at about 65 mph, he added a little power and started moving the control stick aft. The aircraft's nose then moved upwards, partially blocking the pilot's view of the runway, so he looked along the left side of the cowling in an attempt to keep the runway in sight. Although he expected the aircraft to slow rather quickly, it did not do so, and continued to float at a height of about five feet above the ground. The aircraft then suddenly dropped hard onto the runway and bounced back into the air. During this sequence, the pilot "lost visual orientation with the direction the plane was headed," so he added full power in an attempt to execute a go-around, but the aircraft dropped onto the runway a second time. According to the pilot, he then moved the stick to the "full back" position, but the aircraft did not lift off again, and instead exited the side of the runway where its left main gear impacted a mound of earth. At that point, the left main gear separated from the aircraft, which continued on for about another thirty yards before the right main gear collapsed, which resulted in significant damage to the wings and fuselage. After the accident, the pilot noticed that a slight tailwind was blowing. There was no evidence of any anomaly in the flight control or breaking system of the aircraft.

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 directional control of the tail wheel aircraft during an aborted landing. Factors include a slight tailwind, and a mound (berm) of earth in the area where the aircraft departed the side of the runway.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
1. FLARE - IMPROPER - PILOT IN COMMAND
2. (F) LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
3. (F) WEATHER CONDITION - TAILWIND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Findings
5. (F) TERRAIN CONDITION - BERM

Occurrence #4: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Factual Information

On June 16, 2004, approximately 1200 mountain daylight time, an experimental Fetherolf Hatz CB-1, collided with the terrain during an attempted go-around at Nampa Municipal Airport, Nampa, Idaho. The private pilot, who was the sole occupant, was not injured, but the aircraft, which is owned and operated by the pilot, sustained substantial damage. The 14 CFR Part 91 personal pleasure flight, which was taking place within the confines of the VFR traffic pattern, was being operated in visual meteorological conditions. The aircraft had been airborne for about five minutes at the time of the accident. No flight plan had been filed.

According to the pilot, he came to the airport to regain takeoff and landing proficiency in the subject aircraft since he had not flown it for a "considerable period of time." After taking off from runway 29, he continued around the VFR pattern, and established the aircraft on a final approach for a three-point landing on the same runway. As he crossed the runway threshold at about 65 mph, he added a little power and started moving the control stick aft. The aircraft's nose then moved upwards, partially blocking the pilot's view of the runway, so he looked along the left side of the cowling in an attempt to keep the runway in sight. Although he expected the aircraft to slow rather quickly, it did not do so, and continued to float at a height of about five feet above the ground. The aircraft then suddenly dropped hard onto the runway and bounced back into the air. During this sequence, the pilot "lost visual orientation with the direction the plane was headed," so he added full power in an attempt to execute a go-around, but the aircraft dropped onto the runway a second time. According to the pilot, he then moved the stick to the "full back" position, but the aircraft did not lift off again, and instead exited the side of the runway where its left main gear impacted a mound of earth. At that point, the left main gear separated from the aircraft, which continued on for about another thirty yards before the right main gear collapsed, which resulted in significant damage to the wings and fuselage. The aircraft ultimately came to rest pointing 180 degrees from its final approach course heading.

The pilot further stated that after the accident, as he was exiting the aircraft, he noticed that the nearest wind sock was indicating a tailwind. According to both the pilot, and the FAA Inspector who responded to the scene, there was no evidence of any anomaly in the flight control or braking system of the aircraft.

Pilot Information

Certificate:	Private	**Age:**	63,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	
Instructor Rating(s):		**Toxicology Performed:**	No
Medical Certification:	Class 3	**Last FAA Medical Exam:**	April 1, 2003
Occupational Pilot:		**Last Flight Review or Equivalent:**	
Flight Time:	155 hours (Total, all aircraft), 40 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Fetherolf	**Registration:**	NX26WF
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:**	
Date/Type of Last Inspection:		**Certified Max Gross Wt.:**	
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	Lycoming
ELT:		**Engine Model/Series:**	O-290-D
Registered Owner:	Willis G. Fetherolf	**Rated Power:**	
Operator:		**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:		**Distance from Accident Site:**	
Observation Time:		**Direction from Accident Site:**	
Lowest Cloud Condition:		**Visibility**	
Lowest Ceiling:		**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	/
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	
Precipitation and Obscuration:			
Departure Point:	Nampa, ID (S67)	**Type of Flight Plan Filed:**	None
Destination:	(S67)	**Type of Clearance:**	Unknown
Departure Time:		**Type of Airspace:**	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	
Total Injuries:	1 None	**Latitude, Longitude:**	43.58139,-116.523056

Administrative Information

Investigator In Charge (IIC):	Anderson, Orrin
Additional Participating Persons:	
Original Publish Date:	September 29, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=59446