



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.nts.gov/Docket?ProjectID=59446>

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](#).