



Aviation Investigation Final Report

Location:	Sandpoint, Idaho	Accident Number:	SEA04CA160
Date & Time:	August 15, 2004, 19:00 Local	Registration:	N90TY
Aircraft:	Beyers Kitfox IV	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said that he was landing the airplane on a grass airstrip when his left wheel impacted a hole, and the airplane deviated to the left. He applied full right rudder, but did not regain control of the airplane before it impacted trees. The right wing's leading edge spar was bent, the left main landing gear was folded back, the horizontal stabilizer was bent, and the empennage was wrinkled. The Sheriff reported that the pilot told him that he landed the airplane "too hard," and he lost control as it landed on the grassy runway. The Sheriff said that "the runway was safe from any hazards, and cleared of any debris." The owner of the runway did put some dirt in a hole the day after the accident. The Federal Aviation Administration inspector that examined the runway said that it appeared to be a "good grass airstrip."

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 aircraft control during the landing roll. Contributing factors were the rough grass runway, and the trees on the left side of the runway.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND
2. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. (F) OBJECT - TREE(S)

Factual Information

On August 15, 2004, at approximately 1900 Pacific daylight time, a Beyers Kitfox IV, N90TY, was substantially damaged when it departed the runway and impacted trees during landing rollout at Olmstead Sky Ranch Airport (ID25) near Sandpoint, Idaho. The private pilot, the sole occupant of the aircraft, was not injured. The pilot/owner was operating the airplane under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the local personal flight, which originated approximately 15 minutes before the accident. The pilot had not filed a flight plan.

The pilot said that he was landing the airplane on a grass airstrip (runway 16) when his left wheel impacted a hole, and the airplane deviated to the left. The pilot said that he applied full right rudder, but did not regain control of the airplane before it impacted trees. The right wing's leading edge spar was bent, the left main landing gear was folded back, the horizontal stabilizer was bent, and the empennage was wrinkled.

The Bonner County Sheriff reported that the pilot told him that he landed the airplane "too hard," and he lost control as it landed on the grassy runway. The Sheriff said that "the runway was safe from any hazards, and cleared of any debris." The owner of the runway did put some dirt in a hole the day after the accident. The Federal Aviation Administration inspector that examined the runway said that it appeared to be a "good grass airstrip."

The pilot said that he passed his private pilot check ride in June 2004; his private pilot license with assigned number was pending.

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
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 With waivers/limitations	Last FAA Medical Exam:	June 10, 2003
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 15, 2004
Flight Time:	200 hours (Total, all aircraft), 130 hours (Total, this make and model), 130 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beyers	Registration:	N90TY
Model/Series:	Kitfox IV	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1822
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 15, 2003 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	152 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	550 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	912ULS
Registered Owner:	Stephen M. Allbee Sr.	Rated Power:	80 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SZT,2131 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	19:50 Local	Direction from Accident Site:	170°
Lowest Cloud Condition:	Clear	Visibility	9 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	0 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	36°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sandpoint, ID (ID25)	Type of Flight Plan Filed:	None
Destination:	Sandpoint, ID (ID25)	Type of Clearance:	None
Departure Time:	18:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	Olmstead Sky Ranch Airport ID25	Runway Surface Type:	Grass/turf
Airport Elevation:	2140 ft msl	Runway Surface Condition:	Dry;Holes
Runway Used:	16	IFR Approach:	Unknown
Runway Length/Width:	3000 ft / 50 ft	VFR Approach/Landing:	Full stop

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:	48.348056,-116.553611

Administrative Information

Investigator In Charge (IIC):	Struhsaker, James
Additional Participating Persons:	James P Black; FAA FSDO; Spokane, WA
Original Publish Date:	October 28, 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=59911

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