



Aviation Investigation Final Report

Location:	Santa Barbara, California	Accident Number:	LAX05LA154
Date & Time:	May 1, 2005, 14:00 Local	Registration:	N200AL
Aircraft:	Kittleson Quickie Q-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

On the landing rollout, the airplane veered off the runway into the grass median and the airplane came up on its nose; when the airplane fell back onto its landing gear, the tail cone was damaged forward of the vertical stabilizer attachment. The pilot said he made a steeper than normal approach in an almost direct 12-knot crosswind that resulted in a higher ground speed during the landing and landing rollout than he was accustomed to. The pilot attributed his uncoordinated approach and landing to unfamiliarity with the airport, landing with a more aft center of gravity, accepting a landing clearance that resulted in a crosswind landing, and a loose tail wheel.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for the crosswind condition and failure to maintain directional control.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2: NOSE DOWN

Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - GRASS

Factual Information

On May 1, 2005, about 1400 Pacific daylight time, an experimental Kittleson Quickie Q-200, N200AL, departed runway 15 on the landing rollout, came up on its nose, and then came to rest on its main landing gear at Santa Barbara Municipal Airport (SBA), Santa Barbara, California. The pilot operated the airplane under the provisions of 14 CFR Part 91. The private pilot, the sole occupant, was not injured; the airplane sustained substantial damage. The cross-country personal flight departed Laughlin/Bullhead International Airport (IFP), Bullhead City, Arizona, about 1050 mountain standard time, with a planned destination of SBA. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot submitted a written report. The pilot reported that he was cleared to land runway 15L at Santa Barbara, and the reported winds were from 230 degrees at 12 knots. He was unfamiliar with the airport and made a steeper approach than he normally would to compensate for his unfamiliarity and buildings on the approach end. The pilot stated that he lost directional control on the landing rollout due to a faster than normal landing ground speed. The airplane skidded sideways off to the left side of the runway into a grass median where it came to a sudden stop and came up on its nose. The airplane then fell back onto its main landing gear, and the tailcone was damaged forward of the vertical stabilizer attachment. According to the pilot, the area that was damaged in the accident, forward of the vertical stabilizer attachment, had been identified as a structural weak point by the kit manufacturer.

The pilot reported that he landed with a 75-percent aft center of gravity, which he was unaccustomed to. He normally landed at a 50-percent forward center of gravity. The pilot further indicated that on the landing rollout he felt a "wobble" in the tailwheel. When he inspected the tailwheel area, he found a "loosening of the channel in which the bolt that secures the tailwheel on the tail spring travels." The pilot indicated that with a loose tailwheel there would be a reduction in controllability during a high-speed taxi.

The pilot attributed the accident to three areas:

1. Landing in a gusty crosswind condition
2. Landing with a more aft center of gravity than he was accustomed.
3. Wobble in the tailwheel.

In the section of NTSB Form 6120.1/2 entitled RECOMMENDATION (HOW COULD THIS ACCIDENT HAVE BEEN PREVENTED), the pilot wrote: "reduced acceptable crosswind component when tail dragger aircraft is loaded to CG in rear 1/2 of envelope."

Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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:	October 1, 2003
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 1, 2003
Flight Time:	268 hours (Total, all aircraft), 91 hours (Total, this make and model), 256 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Kittleson	Registration:	N200AL
Model/Series:	Quickie Q-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	2653
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 1, 2005 Condition	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:	28 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	201 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	Geoffrey W. Rutledge	Rated Power:	100 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:	SBA, 10 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	20°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bullhead City, AZ (IFP)	Type of Flight Plan Filed:	None
Destination:	Santa Barbara, CA (SBA)	Type of Clearance:	VFR
Departure Time:	10:50 Local	Type of Airspace:	

Airport Information

Airport:	Santa Barbara KSBA	Runway Surface Type:	Asphalt
Airport Elevation:	10 ft msl	Runway Surface Condition:	Dry
Runway Used:	15L	IFR Approach:	Visual
Runway Length/Width:	4179 ft / 75 ft	VFR Approach/Landing:	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:	34.426666,-119.844444

Administrative Information

Investigator In Charge (IIC): Cornejo, Tealeye

Additional Participating Persons: David Voelker; Federal Aviation Administration ; Van Nuys, CA

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Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=61407>

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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](#).