



Aviation Investigation Final Report

Location:	Republic, Washington	Accident Number:	WPR11LA371
Date & Time:	August 2, 2011, 08:45 Local	Registration:	N3135J
Aircraft:	CARPENTER KOLB TWINSTAR III	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he had not flown for several years and had just received training from a certified flight instructor. During his first solo flight since the training, he was conducting touch-and-go takeoffs and landings. On the fourth landing, the airplane veered off the runway to the left side and ground-looped. After departing the runway, the airplane impacted a metal obstruction with the left landing gear, substantially damaging the tubular fuselage structure.

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 during the landing roll.

Findings

Aircraft	Directional control - Not attained/maintained
Environmental issues	(general) - Effect on equipment
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing	Collision with terr/obj (non-CFIT)

On August 2, 2011, at 0845 Pacific daylight time, a Carpenter Kolb Twinstar III, N3135J, veered off the runway during landing at Ferry County Airport, Republic, Washington. The airplane sustained substantial damage. The recreational pilot, who was operating under sport pilot privileges, was not injured. The flight was being operated under Title 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot reported that he had not flown for several years. He had recently received training from a certified flight instructor, and was on his first solo flight since receiving the training. During this flight, the pilot was conducting touch-and-go takeoffs and landings. On the fourth landing on runway 35, the pilot reported that he tried to settle the tailwheel too soon and with too much speed. The airplane subsequently veered off the runway to the left side, and ground looped. After departing the runway, the airplane impacted a metal obstruction with the left landing gear. The tubular fuselage structure sustained substantial damage.

The pilot reported no preimpact mechanical malfunctions or failures with the airframe or engine that would have precluded normal operation.

Pilot Information

Certificate:	Recreational	Age:	52, 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:	May 20, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 28, 2011
Flight Time:	198 hours (Total, all aircraft), 128 hours (Total, this make and model), 134 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CARPENTER	Registration:	N3135J
Model/Series:	KOLB TWINSTAR III	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	3-12
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 1, 2011 Condition	Certified Max Gross Wt.:	1000 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	146 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	582
Registered Owner:	Kenton Carpenter	Rated Power:	65 Horsepower
Operator:	Kenton Carpenter	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KOMK,1305 ft msl	Distance from Accident Site:	37 Nautical Miles
Observation Time:	08:53 Local	Direction from Accident Site:	220°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	21°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Republic, WA (R49)	Type of Flight Plan Filed:	Unknown
Destination:	Republic, WA (R49)	Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	

Airport Information

Airport:	Ferry County Airport R49	Runway Surface Type:	Asphalt
Airport Elevation:	2522 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	3498 ft / 60 ft	VFR Approach/Landing:	Touch and go

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:	48.718055,-118.656387(est)

Administrative Information

Investigator In Charge (IIC):	Dunks, Kristi
Additional Participating Persons:	Stephen H Dunn; Federal Aviation Administration; Spokane, WA
Original Publish Date:	December 19, 2011
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=81401

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