



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | Ontario, OR | Accident Number: | SEA02LA010 |
| Date & Time: | 11/02/2001, 1400 MST | Registration: | N26WF |
| Aircraft: | Fetherolf Hatz CB-1 | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

The experimental-category amateur-built airplane suffered a broken weld in the right main landing gear during landing, resulting in a separation of the right main gear tire. The pilot reported that he landed to the north (runway 32) on a 4,529- by 100-foot hard-surface runway. He reported that he touched down with a light bounce. He stated that while rolling, there was suddenly a violent pull to the right after hearing a "crunch." The pilot reported that he applied left brake but that the plane left the runway to the right, went into the dirt and up onto its nose and upper left wingtip. He reported that the aircraft, including the failed part, had 17.4 hours total time. The pilot, who had built the aircraft, listed "better construction [technique] by builder" as an owner/operator safety recommendation on his NTSB accident report.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: An improper weld in the landing gear, resulting in separation of the right main landing gear wheel during a normal landing.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: LANDING

Findings

1. (C) LANDING GEAR - IMPROPER/POOR WELD
2. LANDING GEAR,WHEEL - SEPARATION

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

Occurrence #3: NOSE DOWN
Phase of Operation: LANDING

Pilot Information

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|----------------------------------|--|------------------------------|------|
| Certificate: | Private | Age: | 60 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 132 hours (Total, all aircraft), 20 hours (Total, this make and model), 132 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| Aircraft Make: | Fetherolf | Registration: | N26WF |
| Model/Series: | Hatz CB-1 | Engines: | 1 Reciprocating |
| Operator: | On file | Engine Manufacturer: | Lycoming |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-290-D |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|---|-------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | ONO, 2193 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | None | Wind Speed/Gusts, Direction: | 3 knots / , Variable |
| Temperature: | 17°C | Visibility | 10 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | Nampa, ID (S67) | Destination: | Ontario, OR (ONO) |

Airport Information

| | | | |
|-----------------------------|--------------------|----------------------------------|---------|
| Airport: | Ontario Muni (ONO) | Runway Surface Type: | Asphalt |
| Runway Used: | 32 | Runway Surface Condition: | Unknown |
| Runway Length/Width: | 4529 ft / 100 ft | | |

Wreckage and Impact Information

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|-----------------------------|--------|----------------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Latitude, Longitude: | | | |

Administrative Information

Investigator In Charge (IIC): Gregg Nesemeier

Adopted Date: 06/18/2002

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.