



National Transportation Safety Board Aviation Accident Factual Report

Location:	Santa Barbara, CA	Accident Number:	LAX05LA154
Date & Time:	05/01/2005, 1400 PDT	Registration:	N200AL
Aircraft:	Kittleson Quickie Q-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

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:	Seatbelt, Shoulder harness
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:	10/01/2003
Occupational Pilot:		Last Flight Review or Equivalent:	10/01/2003
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	Serial Number:	2653
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	03/01/2005, Condition	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:	28 Hours	Engines:	1 Reciprocating
Airframe Total Time:	201 Hours 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 hp
Operator:	Geoffrey W. Rutledge	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SBA, 10 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1353 PDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	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:	1050 MST	Type of Airspace:	

Airport Information

Airport:	Santa Barbara (KSBA)	Runway Surface Type:	Asphalt
Airport Elevation:	10 ft	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:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.426667, -119.844444

Administrative Information

Investigator In Charge (IIC):	Tealeye C Cornejo
Additional Participating Persons:	David Voelker; Federal Aviation Administration; Van Nuys, CA
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/ .