



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Santa Barbara, CA	<b>Accident Number:</b>	LAX05LA154
<b>Date &amp; Time:</b>	05/01/2005, 1400 PDT	<b>Registration:</b>	N200AL
<b>Aircraft:</b>	Kittleson Quickie Q-200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

<b>Certificate:</b>	Private	<b>Age:</b>	50, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With Waivers/Limitations	<b>Last Medical Exam:</b>	10/01/2003
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	10/01/2003
<b>Flight Time:</b>	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

<b>Aircraft Manufacturer:</b>	Kittleson	<b>Registration:</b>	N200AL
<b>Model/Series:</b>	Quickie Q-200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	2653
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	03/01/2005, Conditional	<b>Certified Max Gross Wt.:</b>	1400 lbs
<b>Time Since Last Inspection:</b>	28 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	201 Hours	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	Geoffrey W. Rutledge	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	Geoffrey W. Rutledge	<b>Air Carrier Operating Certificate:</b>	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	SBA, 10 ft msl	Observation Time:	1353 PDT
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	0°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	20° C / 12° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	12 knots, 270°	Visibility (RVR):	
Altimeter Setting:	30.04 inches Hg	Visibility (RVV):	
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		

## Administrative Information

Investigator In Charge (IIC):	Tealeye C Cornejo	Adopted Date:	08/29/2006
Additional Participating Persons:	David Voelker; Federal Aviation Administration; Van Nuys, CA		
Publish Date:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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.