



National Transportation Safety Board Aviation Accident Data Summary

Location:	Santa Barbara, CA	Accident Number:	LAX05LA154
Date & Time:	05/01/2005, 1400 PDT	Registration:	N200AL
Aircraft:	Kittleson Quickie Q-200	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

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
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Occurrence #2: NOSE DOWN
Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - GRASS

Pilot Information

Certificate:	Private	Age:	50
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	Geoffrey W. Rutledge	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	O-200-A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SBA, 10 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	12 knots / , 270°
Temperature:	20° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bullhead City, AZ (IFP)	Destination:	Santa Barbara, CA (SBA)

Airport Information

Airport:	Santa Barbara (KSBA)	Runway Surface Type:	Asphalt
Runway Used:	15L	Runway Surface Condition:	Dry
Runway Length/Width:	4179 ft / 75 ft		

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
Latitude, Longitude:	34.426667, -119.844444		

Administrative Information

Investigator In Charge (IIC): Tealeye C Cornejo

Adopted Date: 08/29/2006

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/>.

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