



National Transportation Safety Board Aviation Accident Final Report

Location:	Hysham, MT	Accident Number:	WPR14CA277
Date & Time:	07/01/2014, 1000 MDT	Registration:	N39761
Aircraft:	JONES HATZ CB1	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that after returning back from an approximate 45-minute local flight, he aligned the tailwheel equipped bi-plane for a landing on the active runway. The pilot noted there was an approximate 10-knot crosswind. During the landing roll, the airplane veered right and continued off the runway surface. The airplane ground looped which resulted in the collapse of the landing gear. As a result of the impact, the airplane incurred substantial damage to the wings. The pilot reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

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 with a crosswind, which resulted in a ground loop.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)
Environmental issues	Crosswind - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
----------------------	--

Pilot Information

Certificate:	Airline Transport	Age:	65
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Sport Pilot None	Last Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3121 hours (Total, all aircraft), 9 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	JONES	Registration:	N39761
Model/Series:	HATZ CB1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	55
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	08/05/2014, Annual	Certified Max Gross Wt.:	1290 lbs
Time Since Last Inspection:	33 Hours	Engines:	Reciprocating
Airframe Total Time:	77 Hours	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O290-D2
Registered Owner:	On file	Rated Power:	
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	
Lowest Ceiling:		Visibility	20 Miles
Wind Speed/Gusts, Direction:	10 knots, 280°	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hysham, MT (6U7)	Type of Flight Plan Filed:	None
Destination:	Hysham, MT (6U7)	Type of Clearance:	None
Departure Time:	0900 MDT	Type of Airspace:	

Airport Information

Airport:	HYSHAM (6U7)	Runway Surface Type:	Asphalt
Airport Elevation:	2624 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	3060 ft / 45 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None		

Administrative Information

Investigator In Charge (IIC):	Zoe Keliher	Adopted Date:	09/30/2014
Additional Participating Persons:	John Russell; Federal Aviation Administration; Helena, MT		
Publish Date:	10/06/2015		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89596		

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.