



Aviation Investigation Final Report

Location:	helena, Montana	Accident Number:	GAA18CA482
Date & Time:	August 11, 2018, 12:03 Local	Registration:	N624JC
Aircraft:	Qac Quickie	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, shortly after takeoff, the airplane drifted left. He corrected with right aileron and rudder, but the airplane continued left, and he decided to abort the takeoff. He then reduced the engine power, but the airplane landed hard and bounced, and both main wheels separated.

The airplane sustained substantial damage to the tail cone.

The pilot reported that there were no preaccident mechanical failures or malfunctions 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 yaw control and a proper descent rate during an aborted takeoff.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Descent rate - Not attained/maintained
Aircraft	Yaw control - Not attained/maintained

Factual Information

History of Flight

Takeoff	Loss of control in flight (Defining event)
Takeoff	Attempted remediation/recovery
Landing	Hard landing
Landing	Abnormal runway contact
Landing	Part(s) separation from AC

Pilot Information

Certificate:	Private	Age:	65, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
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:	May 1, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 1, 2016
Flight Time:	(Estimated) 550 hours (Total, all aircraft), 0 hours (Total, this make and model), 450 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Qac	Registration:	N624JC
Model/Series:	Quickie Q2	Aircraft Category:	Airplane
Year of Manufacture:	1988	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	2838
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 5, 2017 Condition	Certified Max Gross Wt.:	1346 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	189.5 Hrs as of last inspection	Engine Manufacturer:	Suburu
ELT:	Installed, not activated	Engine Model/Series:	EJ 25 Turbo
Registered Owner:		Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KHLN,3868 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	93°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	helena, MT (HLN)	Type of Flight Plan Filed:	None
Destination:	Houston, TX (CXO)	Type of Clearance:	None
Departure Time:	12:03 Local	Type of Airspace:	Class D

Airport Information

Airport:	Helena Rgnl HLN	Runway Surface Type:	Asphalt
Airport Elevation:	3877 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	9000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	46.606666,-111.983329(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Bill Thomas; FAA; Helena, MT
Original Publish Date:	February 11, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98046

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).