



Aviation Investigation Final Report

Location:	Ennis, Montana	Accident Number:	WPR23LA354
Date & Time:	April 28, 2023, 18:00 Local	Registration:	N687HZ
Aircraft:	KERR JOHN HATZ CLASSIC	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel equipped, experimental amateur-built airplane, reported that during the landing roll he decreased the airplane's speed to exit the runway, but a ground loop ensued. He did not recall whether he inadvertently applied the heel brakes, or if the airplane encountered a wind gust. The meteorological aerodrome report located at the accident airport about the time of the accident reported that, the wind was out of 130° and the wind velocity was 4 knots. The airplane sustained substantial damage to the bottom left wing spar. 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 directional control during the landing roll which resulted in a ground-loop.

Findings

Personnel issues	Aircraft control - Pilot
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Factual Information

History of Flight

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

Certificate:	Commercial; Private	Age:	73,
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	May 13, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 28, 2023
Flight Time:	(Estimated) 2111 hours (Total, all aircraft), 6 hours (Total, this make and model), 2056 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	KERR JOHN	Registration:	N687HZ
Model/Series:	HATZ CLASSIC	Aircraft Category:	Airplane
Year of Manufacture:	2009	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	687
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 15, 2023 Condition	Certified Max Gross Wt.:	1350 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	116 Hrs at time of accident	Engine Manufacturer:	Rotec
ELT:	Not installed	Engine Model/Series:	R3600
Registered Owner:	On file	Rated Power:	150 Horsepower
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:	KEKS,5433 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	17:55 Local	Direction from Accident Site:	1°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	18°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Blackfoot, ID (U02)	Type of Flight Plan Filed:	VFR
Destination:	Ennis, MT (EKS)	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ENNIS BIG SKY EKS	Runway Surface Type:	Asphalt
Airport Elevation:	5432 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	7600 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.275725,-111.64891(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Casey Stevens; FAA; Helena, MT
Original Publish Date:	April 4, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193150

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).