



**National Transportation Safety Board  
Factual Data Collection Report of Accident**

**LAX07CA246**

Aircraft Reg No: N705BH  
Most Critical Injury: None

**Location/Time**

Nearest City/Place: Challis, ID  
Occurrence Date: 07/30/2007  
Occurrence Time: 1200 MDT

Flight Itinerary

Last Depart. Point: MC CALL MUNI, ID  
Destination: Challis, ID

**Aircraft Information**

Type of Aircraft: Airplane (not Homebuilt)  
Make/Model: Found Acft Canada Inc / FBA-2C1  
Serial Number: 56  
Landing Gear: Tailwheel  
Engine Type: Reciprocating  
Engine Make/Model: Lycoming / IO-540-L1C5  
Aircraft Damage: Substantial  
Aircraft Fire: None

**Operator Information**

Registered Acft Owner: Puddlejumpers LLC  
Operator of Aircraft: Puddlejumpers LLC  
Operator Address: CHALLIS, ID  
Reg. Flt. Conducted Under: Part 91: General Aviation

**Weather**

Condition of Light: Day  
Wx Cond. at Site: Visual Conditions

**First Pilot Information**

Cert(s)/Rating(s): Private; Single-engine Land

Flight Time (Hours)

Instrument Ratings: None  
Medical Cert: Class 3  
Date of Last Med. Exam: 04/2007

Total All Aircraft: 5760  
Total Make/Model: 90

**Injury Summary**

	<u>Fatal</u>	<u>Serious</u>	<u>Minor/None</u>
Crew	0	0	1
Pass	0	0	1

**Narrative**

\*\*\* This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1\*\*\*

On July 30, 2007, about 1200 mountain daylight time, a Found Aircraft Canada, Inc. FBA-2C1, N705BH, landed hard on a private dirt airstrip near Challis, Idaho. The pilot was operating the airplane under the provisions of 14 CFR Part 91. The private pilot and one passenger were not injured; the airplane sustained substantial damage. The cross-country personal flight departed Mc Call Municipal Airport, Mc Call, Idaho, about 1100, with a planned destination of Challis. Visual meteorological conditions prevailed, and a visual flight rules (VFR) flight plan had been filed.

In a written report, the pilot stated that prior to landing he maneuvered the airplane around the proximity of the airport, in an attempt to assess the wind conditions. He noted variable winds at the surface. As the pilot continued onto the final approach leg of the traffic pattern, he configured the airplane with the flaps extended at an airspeed of 65 knots. At 150 feet above ground level (agl), the airplane encountered a downdraft. In an effort to slow the descent, the pilot applied full power. Prior to touching down on the airstrip, he reduced the power. The airplane landed hard and bounced. The pilot opted to abort the landing by applying full power and began retracting the flaps to 20 degrees.

The pilot further stated that as he approached the trees aligning the end of the runway, he noticed that the airplane appeared not to produce a sufficient climb rate that would enable the airplane to clear the terrain. He elected to land ahead and the airplane touched down hard, collapsing the main landing gear.

The pilot reported no mechanical failures or malfunctions with the airframe or engine prior to the accident.