



Aviation Investigation Final Report

Location:	Kokomo, Indiana	Accident Number:	CEN24LA032
Date & Time:	November 5, 2023, 15:00 Local	Registration:	N29XB
Aircraft:	Tom Hodgson 29	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Flight test		

Analysis

The pilot reported that the B-29 replica airplane’s nose landing gear encountered a depression on the runway during the landing roll. The airplane yawed to the left, departed the runway surface, and struck a golf cart with a spectator, that was parked on the edge of the runway. The spectator sustained minor injuries. The airplane sustained substantial damage to both wings.

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.

Findings

Aircraft	Directional control - Attain/maintain not possible
Personnel issues	Aircraft control - Pilot
Environmental issues	Person - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Runway excursion
Landing-landing roll	AC/prop/rotor contact w person

Pilot Information

Certificate:	Airline transport; Flight engineer; Flight instructor	Age:	76, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Center
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Glider	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	May 1, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 8, 2023
Flight Time:	20000 hours (Total, all aircraft), 1 hours (Total, this make and model), 18000 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Tom Hodgson	Registration:	N29XB
Model/Series:	29	Aircraft Category:	Airplane
Year of Manufacture:	2023	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	001
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	October 18, 2023 Condition	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:		Engines:	4 Reciprocating
Airframe Total Time:	8 Hrs at time of accident	Engine Manufacturer:	IDC Inc
ELT:	Not installed	Engine Model/Series:	3148
Registered Owner:	N29XB LLC	Rated Power:	109 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:	KOKK,830 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	14:56 Local	Direction from Accident Site:	47°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	13°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Kokomo, IN (8I3)	Type of Flight Plan Filed:	None
Destination:	Kokomo, IN (8I3)	Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Glendale Airport 8I3	Runway Surface Type:	Grass/turf
Airport Elevation:	850 ft msl	Runway Surface Condition:	Holes
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2048 ft / 110 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	1 Minor	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	40.427163,-86.201755

Administrative Information

Investigator In Charge (IIC):	Finne, Andrew
Additional Participating Persons:	DeCastro, Edward; FAA-FSDO; Indianapolis, IN
Original Publish Date:	March 21, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=193348

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](#).