

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 08/03/2000

FTW99LA145
File No. 269 05/21/1999 LUFKIN, TX Aircraft Reg No. N5500C Time (Local): 14:00 CDT

Make/Model: Bellanca / 8KCAB
Engine Make/Model: Lycoming / AEIO-320-E2B
Aircraft Damage: Substantial
Number of Engines: 1
Operating Certificate(s): None
Type of Flight Operation: Instructional
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	0	0	2
Pass	0	0	0

Last Depart. Point: NACOGDOCHES , TX
Destination: Local Flight
Airport Proximity: On Airport
Airport Name: ANGELINA COUNTY AIRPORT
Runway Identification: 15
Runway Length/Width (Ft): 4515 / 100
Runway Surface: Asphalt
Runway Surface Condition: Dry

Condition of Light: Day
Weather Info Src: Weather Observation Facility
Basic Weather: Visual Conditions
Lowest Ceiling: None
Visibility: 10.00 SM
Wind Dir/Speed: 200 / 005 Kts
Temperature (°C): 30
Precip/Obscuration: None / None

Pilot-in-Command Age: 78

Flight Time (Hours)

Certificate(s)/Rating(s)
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land
Instrument Ratings
Airplane

Total All Aircraft: 7578
Last 90 Days: 91
Total Make/Model: 12
Total Instrument Time: 496

The left main landing gear separated from the airframe following a normal wheel landing on runway 15. The separation resulted from failure of the 'U-bolt' attaching the left main landing gear to the fuselage. The left wing contacted the ground and the airplane came to rest on the west side of the 4,550 foot runway. A review of the maintenance history of the airplane revealed that the airframe had accumulated a total time of 708 hours. The failed landing gear U-bolt, part number 1-9805, was shipped to the NTSB Materials Laboratories in Washington, D.C., for metallurgical evaluation. The metallurgical evaluation revealed that the bolt failed as a result of fatigue.

Brief of Accident (Continued)

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,MAIN GEAR ATTACHMENT - FATIGUE
2. (C) LANDING GEAR,MAIN GEAR - SEPARATION

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

3. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The loss of control due to the separation of the left main landing gear as a result of the fatigue failure of the U-bolt which attaches the landing gear to the airframe.