

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 11/30/2000

DEN00LA013
File No. 1386 10/27/1999 GRAND JUNCTION, CO Aircraft Reg No. N8707V Time (Local): 11:35 MDT

Make/Model:	Bellanca / 8KCAB	Fatal	0	Serious	0	Minor/None	1
Engine Make/Model:	Lycoming / AEIO-320-E1B	Crew	0				
Aircraft Damage:	Substantial	Pass	0				
Number of Engines:	1						
Operating Certificate(s):	None						
Type of Flight Operation:	Personal						
Reg. Flight Conducted Under:	Part 91: General Aviation						

Last Depart. Point:	GRAND JUNCTION , CO	Condition of Light:	Day
Destination:	Local Flight	Weather Info Src:	Weather Observation Facility
Airport Proximity:	On Airport	Basic Weather:	Visual Conditions
Airport Name:	WALKER FIELD AIRPORT	Lowest Ceiling:	None
Runway Identification:	11	Visibility:	10.00 SM
Runway Length/Width (Ft):	10501 / 150	Wind Dir/Speed:	Calm
Runway Surface:	Asphalt	Temperature (°C):	12
Runway Surface Condition:	Dry	Precip/Obscuration:	None / None

Pilot-in-Command	Age: 62	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 7815
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land		Last 90 Days: 101
Instrument Ratings		Total Make/Model: 47
Airplane		Total Instrument Time: 206

During landing rollout, the left main landing gear collapsed and separated from the aircraft. The airplane ground looped and departed the runway to the left, turning 180 degrees and coming to rest on its left side. Postaccident examination of the aircraft revealed that the left main landing gear u-bolt failed. The bolt fractured through the bend between the horizontal and vertical leg of the bolt. The fractured surface revealed ratchet marks and crack arrest positions typical of fatigue cracking, while the fractured features on the remaining surface were typical of an overstress failure. The fractured surface of the bolt at the failure initiation area was damaged following the separation and the reason for the fatigue initiation was could not be determined.

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 - FAILURE,TOTAL
 2. (C) LANDING GEAR,MAIN GEAR ATTACHMENT - FATIGUE
 3. LANDING GEAR,MAIN GEAR - SEPARATION
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - GROUND

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

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
A failure of the left main landing gear attachment (u-bolt) due to fatigue.