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|--|--|---------------------------------|----------------------------------|--------------------------------------|------------------|
|  | | NTSB ID: DEN00LA013 | | Aircraft Registration Number: N8707V | |
| | | Occurrence Date: 10/27/1999 | | Most Critical Injury: None | |
| | | Occurrence Type: Accident | | Investigated By: NTSB | |
| Location/Time | | | | | |
| Nearest City/Place GRAND JUNCTION | | State CO | Zip Code 81501 | Local Time 1135 | Time Zone MDT |
| Airport Proximity: On Airport | | Distance From Landing Facility: | | Direction From Airport: | |
| Aircraft Information Summary | | | | | |
| Aircraft Manufacturer Bellanca | | Model/Series 8KCAB | | Type of Aircraft Airplane | |
| Sightseeing Flight: No | | | Air Medical Transport Flight: No | | |
| Narrative | | | | | |
| <p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On October 27, 1999, approximately 1135 mountain daylight time, a Bellanca 8KCAB, N8707V, registered to and operated by Kempton Air Service, was substantially damaged when it collided with terrain during landing roll at Walker Field, Grand Junction, Colorado. The commercial certificated flight instructor and one passenger were not injured. Visual meteorological conditions prevailed, and a VFR flight plan had been filed for the personal flight being conducted under Title 14 CFR Part 91. The flight originated at 1100.</p> <p>According to the pilot, after flying for one half of an hour in the local area, he returned to the airport to practice landings. He made a "normal" tailwheel landing on runway 11 and landed 1,000 feet down the runway. He stated that at the time he landed, the wind was light from 110 degrees. During rollout approximately 200 feet down the runway, 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. The propeller was damaged, and the left wing strut and left rear wing spar were bent.</p> <p>Postaccident examination of the airplane revealed that the left main landing gear u-bolt failed. The u-bolt was sent to the NTSB's Materials Laboratory for examination. According to their report, 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. The fatigue initiated at several origins on the inner radius of the bend and disseminated through approximately 80 percent of the bolt cross section. The fractured features on the remaining fractured surface were typical of an overstress failure.</p> <p>The intact vertical leg was bent outward, creating an approximate 120-degree angle with the horizontal leg. No evidence of cracking was observed on the inner radius surface of the bend between the vertical and horizontal leg. The inner surface of the bolt on each side of the bend between the separated vertical leg and the horizontal leg was rubbed. According to their report, the fractured surface of the bolt at the failure initiation area was damaged following the separation and the reason for the fatigue initiation was unable to be determined.</p> | | | | | |
| FACTUAL REPORT - AVIATION | | | | | |
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|--|-------------------------|--------------------------------------|---------------------------|----------------------|--------------|
|  National Transportation Safety Board FACTUAL REPORT AVIATION | | NTSB ID: DEN00LA013 | | | |
| | | Occurrence Date: 10/27/1999 | | | |
| | | Occurrence Type: Accident | | | |
| Landing Facility/Approach Information | | | | | |
| Airport Name | Airport ID: | Airport Elevation | Runway Used | Runway Length | Runway Width |
| WALKER FIELD AIRPORT | GJT | 4858 Ft. MSL | 11 | 10501 | 150 |
| Runway Surface Type: Asphalt | | | | | |
| Runway Surface Condition: Dry | | | | | |
| Type Instrument Approach: NONE | | | | | |
| VFR Approach/Landing: Full Stop | | | | | |
| Aircraft Information | | | | | |
| Aircraft Manufacturer | | Model/Series | | Serial Number | |
| Bellanca | | 8KCAB | | 190-75 | |
| Airworthiness Certificate(s): Normal | | | | | |
| Landing Gear Type: Tailwheel | | | | | |
| Homebuilt Aircraft? No | Number of Seats: 2 | Certified Max Gross Wt. | 1800 LBS | Number of Engines: 1 | |
| Engine Type: | Engine Manufacturer: | Model/Series: | Rated Power: | | |
| Reciprocating | Lycoming | AEIO-320-E1B | 150 HP | | |
| - Aircraft Inspection Information | | | | | |
| Type of Last Inspection | Date of Last Inspection | Time Since Last Inspection | Airframe Total Time | | |
| Annual | 07/1999 | 9 Hours | 1449 Hours | | |
| - Emergency Locator Transmitter (ELT) Information | | | | | |
| ELT Installed? No | ELT Operated? | ELT Aided in Locating Accident Site? | | | |
| Owner/Operator Information | | | | | |
| Registered Aircraft Owner | | Street Address | | | |
| KEMPTON AIR SERVICE | | 800 HERITAGE WAY | | | |
| | | City | State | Zip Code | |
| | | GRAND JUNCTION | CO | 81506 | |
| Operator of Aircraft | | Street Address | | | |
| Same as Reg'd Aircraft Owner | | Same as Reg'd Aircraft Owner | | | |
| | | City | State | Zip Code | |
| | | | | | |
| Operator Does Business As: | | | Operator Designator Code: | | |
| - Type of U.S. Certificate(s) Held: None | | | | | |
| Air Carrier Operating Certificate(s): | | | | | |
| Operating Certificate: | | | | | |
| Regulation Flight Conducted Under: Part 91: General Aviation | | | | | |
| Type of Flight Operation Conducted: Personal | | | | | |

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|  <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p> | NTSB ID: DEN00LA013 |
| | Occurrence Date: 10/27/1999 |
| | Occurrence Type: Accident |

First Pilot Information

| | | | | |
|-----------------|-----------------|------------------|--------------------------|-----------|
| Name On File | City On File | State On File | Date of Birth On File | Age 62 |
|-----------------|-----------------|------------------|--------------------------|-----------|

| | | | |
|--------|----------------------|--------------------------------------|-----------------------------|
| Sex: M | Seat Occupied: Front | Principal Profession: Civilian Pilot | Certificate Number: On File |
|--------|----------------------|--------------------------------------|-----------------------------|

Certificate(s): Flight Instructor; Commercial

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine; Instrument Airplane

| | |
|---|---------------------------------|
| Type Rating/Endorsement for Accident/Incident Aircraft? | Current Biennial Flight Review? |
|---|---------------------------------|

| | | |
|------------------------|--|------------------------------------|
| Medical Cert.: Class 2 | Medical Cert. Status: Valid Medical--w/ waivers/lim. | Date of Last Medical Exam: 09/1999 |
|------------------------|--|------------------------------------|

| - Flight Time Matrix | All A/C | This Make and Model | Airplane Single Engine | Airplane Multi-Engine | Night | Instrument | | Rotorcraft | Glider | Lighter Than Air |
|-----------------------|---------|---------------------|------------------------|-----------------------|-------|------------|-----------|------------|--------|------------------|
| | | | | | | Actual | Simulated | | | |
| Total Time | 7815 | 47 | 6862 | 876 | 671 | 101 | 105 | | | |
| Pilot In Command(PIC) | 7508 | 47 | 6841 | 855 | 666 | 101 | 105 | | | |
| Instructor | 5932 | 44 | 5465 | 367 | 364 | 11 | | | | |
| Last 90 Days | 101 | 10 | 101 | | | | | | | |
| Last 30 Days | 32 | 2 | 32 | | | | | | | |
| Last 24 Hours | 4 | 1 | 4 | | | | | | | |

| | | | |
|--------------------|----------------------------|--------------------------|------------------|
| Seatbelt Used? Yes | Shoulder Harness Used? Yes | Toxicology Performed? No | Second Pilot? No |
|--------------------|----------------------------|--------------------------|------------------|

Flight Plan/Itinerary

Type of Flight Plan Filed: VFR

| | | | | |
|-----------------------------------|-------------|---------------------------|------------------------|------------------|
| Departure Point GRAND JUNCTION | State CO | Airport Identifier GJT | Departure Time 1100 | Time Zone MDT |
|-----------------------------------|-------------|---------------------------|------------------------|------------------|

| | | | |
|-----------------------------|-------|--------------------|--|
| Destination Local Flight | State | Airport Identifier | |
|-----------------------------|-------|--------------------|--|


Type of Clearance: VFR

Type of Airspace: Class D

Weather Information

Source of Briefing:

Method of Briefing:

| | |
|--|-----------------------------|
|  <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p> | NTSB ID: DEN00LA013 |
| | Occurrence Date: 10/27/1999 |
| | Occurrence Type: Accident |

Weather Information

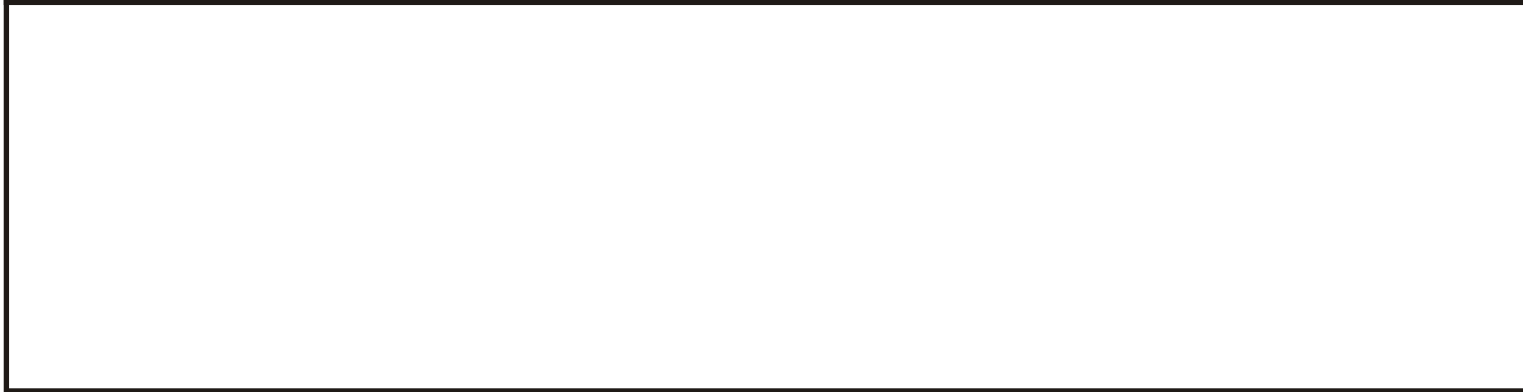
| | | | | | |
|-----------------------------------|-----------------------|--|-------------------|---------------------------------|------------------------------|
| WOF ID | Observation Time | Time Zone | WOF Elevation | WOF Distance From Accident Site | Direction From Accident Site |
| GJT | 1130 | MDT | 4858 Ft. MSL | 0 NM | 0 Deg. Mag. |
| Sky/Lowest Cloud Condition: Clear | | | 0 Ft. AGL | Condition of Light: Day | |
| Lowest Ceiling: None | | 0 Ft. AGL | Visibility: 10 SM | Altimeter: 30.00 | "Hg |
| Temperature: 12 °C | Dew Point: -8 °C | Wind Direction: | | Density Altitude: 5497 | Ft. |
| Wind Speed: Calm | Gusts: | Weather Conditions at Accident Site: Visual Conditions | | | |
| Visibility (RVR): 0 Ft. | Visibility (RVV) 0 SM | Intensity of Precipitation: Unknown | | | |
| Restrictions to Visibility: None | | | | | |
| Type of Precipitation: None | | | | | |

Accident Information

| | | |
|------------------------------|---------------------|--------------------------|
| Aircraft Damage: Substantial | Aircraft Fire: None | Aircraft Explosion: None |
|------------------------------|---------------------|--------------------------|

Classification: U.S. Registered/U.S. Soil

| - Injury Summary Matrix | Fatal | Serious | Minor | None | TOTAL |
|-------------------------|-------|---------|-------|------|-------|
| First Pilot | | | | 1 | 1 |
| Second Pilot | | | | | |
| Student Pilot | | | | | |
| Flight Instructor | | | | | |
| Check Pilot | | | | | |
| Flight Engineer | | | | | |
| Cabin Attendants | | | | | |
| Other Crew | | | | | |
| Passengers | | | | 1 | 1 |
| - TOTAL ABOARD - | | | | 2 | 2 |
| Other Ground | 0 | 0 | 0 | | 0 |
| - GRAND TOTAL - | 0 | 0 | 0 | 2 | 2 |



National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: DEN00LA013

Occurrence Date: 10/27/1999

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

B. BEACH SCOTT

Additional Persons Participating in This Accident/Incident Investigation:

JAY M MOONEY
FAA FSDO
SALT LAKE CITY, UT 84116