



Aviation Investigation Final Report

Location:	GILLETTE, Wyoming	Accident Number:	DEN87DT102
Date & Time:	September 21, 1987, 09:13 Local	Registration:	N9659A
Aircraft:	BAKENG DEUCE	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT RPRTD THAT ON EACH OF HIS 1ST 3 ATTEMPTS TO LAND, HE BEGAN LOSING DIRECTIONAL CONTROL DURING ROLL-OUT & WENT AROUND. ON THE 4TH ATTEMPT, HE AGAIN TRIED TO GO AROUND, BUT THE ACFT SWERVED OFF THE RWY & GROUND LOOPED, COLLAPSING THE LEFT MAIN GEAR & DAMAGING THE LEFT WING & PROP. AN INVESTIGATION REVEALED THAT A WELD ON THE TAILWHEEL SPRING BRACKET FAILED & ALLOWED THE TAILWHEEL TO PIVOT FROM SIDE TO SIDE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,STEERING SYSTEM - FAILURE,TOTAL
2. DIRECTIONAL CONTROL - NOT POSSIBLE
3. GROUND LOOP/SWERVE - UNCONTROLLED

Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: LANDING

Findings

4. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 18, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1589 hours (Total, all aircraft), 32 hours (Total, this make and model), 1589 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BAKENG	Registration:	N9659A
Model/Series:	DEUCE DEUCE	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1006
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 21, 1986 Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:	59 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	139 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-290-G
Registered Owner:	JOHN P GEYMAN	Rated Power:	125 Horsepower
Operator:	JOHN PAYNE GEYMAN	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GCC ,4363 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	09:00 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Unknown / 25000 ft AGL	Visibility	20 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	RAPID CITY , SD (RAP)	Type of Flight Plan Filed:	VFR
Destination:	(GCC)	Type of Clearance:	VFR
Departure Time:	07:28 Local	Type of Airspace:	Class E

Airport Information

Airport:	GILLETTE CAMPBELL COUNTY GCC	Runway Surface Type:	Concrete
Airport Elevation:	4363 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	7500 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	44.459976,-105.700935(est)

Administrative Information

Investigator In Charge (IIC): Brodowy, Richard

Additional Participating Persons:

Original Publish Date: August 2, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=17071>

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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](#).