



Aviation Investigation Final Report

Location:	Warrensburg, Missouri	Accident Number:	CHI02LA168
Date & Time:	June 15, 2002, 15:30 Local	Registration:	N145JB
Aircraft:	Bumgarner CA65 Sky Fly	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The right main landing gear collapsed following a loss of directional control on takeoff. The pilot reported "Gear collapsed on takeoff roll after veering to the left. I throttled it back when it started going left." A witness reported seeing the airplane veer to the left of the runway during the takeoff roll. The witness reported the right main gear collapsed as the airplane went off of the runway into the grass. The propeller then hit the ground and the airplane turned approximately 30 degrees to the right before coming to a stop. The reported winds 15 miles southeast of the accident site, 25 minutes after the accident, were from 250 degrees at 10 knots. The pilot reported the local winds were from 270 degrees at 5 knots at the time of the accident. The airplane was originally built as a retractable gear airplane; however, the landing gear was safetied in the extended position

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 of the airplane during the takeoff roll. A factor associated with the accident was the overload failure of the right main landing gear.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

2. (F) LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

On June 15, 2002, at 1530 central daylight time, an amateur built CA65 Sky Fly, N145JB, was substantially damaged when the landing gear collapsed during a takeoff roll on runway 31 (2,800 feet by 60 feet dry, asphalt) at the Skyhaven Airport, Warrensburg, Missouri. The pilot was not injured and the passenger received serious injuries. The 14 CFR Part 91 personal flight was operating in visual meteorological conditions without a flight plan. The flight was destined for the Gimlin Airport, Ozark, Missouri.

The pilot reported "Gear collapsed on takeoff roll after veering to the left. I throttled it back when it started going left."

A witness to the accident reported that the airplane accelerated on runway 31 for takeoff. It then started to veer off the runway to the left. The witness reported that the power came off and the brakes were applied. He reported that the right main gear collapsed as the airplane went off of the runway. The witness reported the propeller then hit the ground and the airplane turned approximately 30 degrees to the right before coming to a stop.

The winds reported at Whiteman Air Force Base, located 15 miles southeast of the accident site, at 1555 were from 250 degrees at 10 knots. The pilot reported the local winds were from 270 degrees at 5 knots at the time of the accident.

The airplane was originally built as a retractable gear airplane. An entry in the airplane logbook dated October 10, 2000 reads, "Landing gear safetied in the down position."

The owner of the airplane submitted the landing gear retracting lever to the National Transportation Safety Board for inspection. Inspection of the fracture surfaces under 10x magnification revealed a fracture indicative of overload.

Pilot Information

Certificate:	Private	Age:	71, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 17, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	274 hours (Total, all aircraft), 81 hours (Total, this make and model), 3 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bumgarner	Registration:	N145JB
Model/Series:	CA65 Sky Fly	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	001
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 1, 2002 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	138 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-290-G
Registered Owner:	Johnny G. Bumgarner	Rated Power:	125 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SZL,871 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	15:55 Local	Direction from Accident Site:	115°
Lowest Cloud Condition:	Few / 4500 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	29°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Warrensburg, MO (9K4)	Type of Flight Plan Filed:	None
Destination:	Ozark, MO (18MO)	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	Skyhaven 9K4	Runway Surface Type:	Asphalt
Airport Elevation:	800 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	2800 ft / 60 ft	VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	38.784168,-93.80278

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pam
Additional Participating Persons:	Val Ziedens; FAA; Kansas City, MO
Original Publish Date:	February 25, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=54966

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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](#).