



Aviation Investigation Final Report

Location:	Columbia, Illinois	Accident Number:	CEN11LA596
Date & Time:	August 17, 2011, 17:45 Local	Registration:	N284E
Aircraft:	SUMINSKI WALTER M JABIRU SP	Aircraft Damage:	Substantial
Defining Event:	Part(s) separation from AC	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot said that, during the landing rollout, the airplane veered to the right and exited the runway. The airplane subsequently encountered a berm and came to rest in an adjacent corn field. The airplane sustained substantial damage to the left wing and fuselage. A postaccident examination revealed that the right main landing gear wheel had separated from the airplane. The components that retained the main wheel had separated from the axle and were not recovered. Visual examination of the bolt attachment hole on the landing gear strut axle did not reveal any damage. The reason for the wheel separation could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Separation of the right main wheel during landing rollout for undetermined reasons.

Findings

Aircraft	Wheel/ski/float - Failure
Not determined	(general) - Unknown/Not determined

Factual Information

History of Flight

Landing-landing roll	Sys/Comp malf/fail (non-power)
Landing-landing roll	Part(s) separation from AC (Defining event)
Landing-landing roll	Loss of control on ground
Landing-landing roll	Collision with terr/obj (non-CFIT)
Landing-landing roll	Landing gear collapse

On August 17, 2011, about 1745 central daylight time, a Suminski Jabiru SP airplane, N284E, was substantially damaged during a runway excursion on landing at Sackman Field Airport (H49), Columbia, Illinois. The pilot and flight instructor were not injured. The experimental amateur-built airplane was registered to and operated by the pilot. The instructional flight was being conducted under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed for the flight, which was not operated on a flight plan. The local flight originated from H49 about 1630.

The pilot reported that he was conducting proficiency work with a flight instructor at the time of the accident. He stated that on the third landing of the flight, after rolling out about 500 feet, the airplane veered to the right and departed the runway. It subsequently encountered a berm and came to rest in an adjacent corn field. The airplane sustained substantial damage to the left wing and fuselage.

A postaccident examination revealed that the right main landing gear wheel had separated from the airplane. Further inspection noted that the components that retained the main wheel, the Extension Stub Axle and 3/16-inch bolt, had separated from the axle. These components were not recovered. Visual examination of the bolt attachment hole on the landing gear strut axle did not reveal any damage.

Pilot Information

Certificate:	Private	Age:	73, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport pilot With waivers/limitations	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 1, 2011
Flight Time:	649 hours (Total, all aircraft), 4 hours (Total, this make and model), 527 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SUMINSKI WALTER M	Registration:	N284E
Model/Series:	JABIRU SP	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	284
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	February 21, 2011 Condition	Certified Max Gross Wt.:	1036 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	389 Hrs as of last inspection	Engine Manufacturer:	Jabiru
ELT:	Installed, not activated	Engine Model/Series:	2200A
Registered Owner:	On file	Rated Power:	80 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CPS,413 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	28°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	30°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Columbia, IL (H49)	Type of Flight Plan Filed:	None
Destination:	Columbia, IL (H49)	Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	

Airport Information

Airport:	Sackman Field H49	Runway Surface Type:	Grass/turf
Airport Elevation:	420 ft msl	Runway Surface Condition:	Dry;Rough;Vegetation
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	2450 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.45222,-90.236114(est)

Administrative Information

Investigator In Charge (IIC):	Sorensen, Timothy
Additional Participating Persons:	Andrew R Frey; FAA-St. Louis Flight Standards; St. Ann, MO
Original Publish Date:	December 1, 2011
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=81602

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