



# Aviation Investigation Final Report

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<b>Location:</b>	Kingman, Kansas	<b>Accident Number:</b>	GAA15CA226
<b>Date &amp; Time:</b>	August 4, 2015, 20:15 Local	<b>Registration:</b>	N1030S
<b>Aircraft:</b>	STICK & RAG FLYING CLUB CB 1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Part(s) separation from AC	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that during the landing, the left main landing gear wheel separated from the landing gear assembly. The pilot had made a three point landing, and stated that "I may have hit a deer," because he "saw 5 or more deer on south side of runway centerline," prior to landing. He reported that the "airplane traveled to left side of runway despite brake and full right rudder." The bi-plane departed the left side of the runway and nosed over, sustaining substantial damage to the right wing and both the right and left wing struts.

A postaccident examination of photographs of the landing gear provided by the pilot, showed that the wheel separated from the landing gear assembly along a welded joint. There was no evidence of impact prior to the separation.

The pilot reported there were no pre-impact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The separation of the left wheel from the landing gear assembly during the landing touchdown, which precipitated a loss of directional control, runway excursion, and nose over.

## Findings

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<b>Aircraft</b>	Main landing gear attach sec - Failure
<b>Aircraft</b>	Heading/course - Attain/maintain not possible
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Part(s) separation from AC (Defining event)
<b>Landing-landing roll</b>	Attempted remediation/recovery
<b>Landing-landing roll</b>	Loss of control on ground
<b>Landing-landing roll</b>	Runway excursion
<b>Landing-landing roll</b>	Collision with terr/obj (non-CFIT)
<b>Landing-landing roll</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	63
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	March 3, 2015
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	May 2, 2015
<b>Flight Time:</b>	(Estimated) 667 hours (Total, all aircraft), 6 hours (Total, this make and model), 667 hours (Pilot In Command, all aircraft), 46 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	STICK & RAG FLYING CLUB	<b>Registration:</b>	N1030S
<b>Model/Series:</b>	CB 1 NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1979	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	60
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	April 12, 2015 Condition	<b>Certified Max Gross Wt.:</b>	1500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	356.5 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-320-E2A
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KHUT, 1542 ft msl	<b>Distance from Accident Site:</b>	27 Nautical Miles
<b>Observation Time:</b>	00:52 Local	<b>Direction from Accident Site:</b>	27°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility:</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.92 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 20°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Kingman, KS (9K8 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Kingman, KS (9K8 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	19:25 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	KINGMAN AIRPORT - CLYDE CESSNA 9K8	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	1607 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	11	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3400 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	37.670276,-98.125831(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hodges, Michael
<b>Additional Participating Persons:</b>	Dieter C Reinhard; FAA Wichita FSDO; Wichita, KS
<b>Original Publish Date:</b>	October 8, 2015
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=91800">https://data.nts.gov/Docket?ProjectID=91800</a>

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