



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	AKRON, CO	<b>Accident Number:</b>	DEN00LA024
<b>Date &amp; Time:</b>	12/03/1999, 1440 MST	<b>Registration:</b>	N5245G
<b>Aircraft:</b>	Cessna 305A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

The pilot said that he was landing on runway 11, and the wind was 010 degrees at 18 knots, gusting to 27 knots. He said that he applied 'screeching' right brake to maintain directional control, and subsequently the right main landing gear assembly separated from the airplane. The airplane settled onto its right wing as the airplane turned left into the wind. Postaccident examination of the wheel assembly, by the pilot, revealed that all four wheel assembly attachment bolts had sheared.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the four bolts which attach the right main landing gear assembly to the landing gear strut.

## Findings

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) LANDING GEAR,MAIN GEAR - FAILURE,TOTAL  
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

2. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND

## Factual Information

On December 3, 1999, approximately 1440 mountain standard time, a Cessna 305A (L-19 Birddog), N5245G, was substantially damaged during landing at Akron-Washington County Airport, Akron, Colorado. The commercial pilot, the sole occupant on board, was not injured. The aircraft was being operated under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the cross-country flight which originated from Burlington, Colorado, approximately one hour before the accident. No flight plan had been filed.

The pilot said that he was landing on runway 11, and the wind was 010 degrees at 18 knots, gusting to 27 knots. He said that he applied "screeching" right brake to maintain directional control, and subsequently the right main wheel landing gear assembly separated from the airplane. He said that the right "gear leg promptly went away," and the airplane settled onto its right wing as the airplane turned left into the wind. Additionally, the right main landing gear box was damaged, the right outboard wing spar was bent, and the right aileron was damaged.

Postaccident examination of the wheel assembly, by the pilot, revealed that all four wheel assembly attachment bolts had sheared.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	66, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Balloon	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	01/27/1999
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5320 hours (Total, all aircraft), 1431 hours (Total, this make and model), 178 hours (Last 90 days, all aircraft), 13 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5245G
Model/Series:	305A 305A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	21327
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	06/18/1999, Annual	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:	350 Hours	Engines:	1 Reciprocating
Airframe Total Time:	8631 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-11-B
Registered Owner:	MICHOLAS M. SAUM	Rated Power:	235 hp
Operator:	MICHOLAS M. SAUM	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AKO, 4714 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1411 MST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Thin Broken / 2500 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 2500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots / 26 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	3° C / -3° C
Precipitation and Obscuration:			
Departure Point:	BURLINGTON, CO (ITR)	Type of Flight Plan Filed:	None
Destination:	(AKO)	Type of Clearance:	None
Departure Time:	1340 MST	Type of Airspace:	Class G

## Airport Information

Airport:	AKRON/WASHINGTON COUNTY (AKO)	Runway Surface Type:	Asphalt
Airport Elevation:	4714 ft	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	7000 ft / 100 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	JAMES F STRUHSAKER	Report Date:	11/30/2000
Additional Participating Persons:	TOM SCIACCA; DENVER, CO		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).