



National Transportation Safety Board Aviation Accident Factual Report

Location:	Cross Keys, NJ	Accident Number:	NYC02LA107
Date & Time:	06/01/2002, 0700 EDT	Registration:	N753KD
Aircraft:	Karl & Dot, Inc. Comp Air 7SL	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On June 1, 2002, about 0700 eastern daylight time, a homebuilt Comp Air 7SL, N753KD, was substantially damaged during a landing rollout at Cross Keys Airport (17N), Cross Keys, New Jersey. The certificated private pilot, two pilot-rated passengers, and one additional passenger were not injured. Visual meteorological conditions prevailed at the time. No flight plan had been filed for the flight, from Old Mans Airport (7N7), Pedricktown, New Jersey. The personal flight was conducted under 14 CFR Part 91.

The pilot reported that during the landing rollout on runway 27, the "tail wheel broke." It then jammed into the rudder and elevator, "which caused [us] to lose our steering and control of the airplane."

One of the pilot-rated passengers stated that the "tail wheel broke and flipped up between the elevator, jamming the rudder and causing the aircraft to skid." The airplane subsequently swerved off the right side of the runway, and came to rest in a drainage ditch.

According to a Federal Aviation Administration (FAA) inspector, the tailwheel spring fractured and jammed the rudder. The airplane veered off the runway, the main landing gear collapsed, and the fuselage and wings were damaged. Examination of the spring revealed previous damage, including beach marks and rust on the fracture surfaces.

Pilot Information

Certificate:	Private	Age:	71, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	01/01/2001
Occupational Pilot:		Last Flight Review or Equivalent:	11/09/2001
Flight Time:	1830 hours (Total, all aircraft), 93 hours (Total, this make and model), 1573 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Karl & Dot, Inc.	Registration:	N753KD
Model/Series:	Comp Air 7SL	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	017257SL
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	08/17/2001, Condition	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	115 Hours	Engines:	1 Turbo Prop
Airframe Total Time:	115 Hours at time of accident	Engine Manufacturer:	Walter
ELT:	Installed, not activated	Engine Model/Series:	610D
Registered Owner:	Karl and Dot, Inc.	Rated Power:	650 hp
Operator:	Karl O. Baker	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PHL, 121 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	0654 EDT	Direction from Accident Site:	150°
Lowest Cloud Condition:	Few / 10000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.75 inches Hg	Temperature/Dew Point:	21° C / 17° C
Precipitation and Obscuration:			
Departure Point:	PEDRICKTOWN, NJ (7N7)	Type of Flight Plan Filed:	None
Destination:	Cross Keys, NJ (17N)	Type of Clearance:	Unknown
Departure Time:	0615 EDT	Type of Airspace:	Class G

Airport Information

Airport:	Cross Keys Airport (17N)	Runway Surface Type:	Asphalt
Airport Elevation:	162 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	3500 ft / 50 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	39.705556, -75.033056

Administrative Information

Investigator In Charge (IIC):	Paul R Cox
Additional Participating Persons:	Edward Coudon; FAA/FSDO; Philadelphia, PA
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .