



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Cross Keys, NJ	<b>Accident Number:</b>	NYC02LA107
<b>Date &amp; Time:</b>	06/01/2002, 0700 EDT	<b>Registration:</b>	N753KD
<b>Aircraft:</b>	Karl & Dot, Inc. Comp Air 75L	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

During a landing rollout, the homebuilt airplane's tailwheel spring fractured, and the assembly jammed the rudder. The airplane veered off the runway and came to rest in a drainage ditch. The main landing gear collapsed, and the fuselage and wings were damaged. Previous damage, including beach marks and rust, were found on the spring's fracture surfaces.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Fatigue fracture of the tail wheel spring, which resulted in a loss of control and impact with a ditch.

## Findings

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

### Findings

1. (C) LANDING GEAR, TAILWHEEL ASSEMBLY - FRACTURED
2. (C) LANDING GEAR, TAILWHEEL ASSEMBLY - FATIGUE

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

3. DIRECTIONAL CONTROL - NOT POSSIBLE

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

4. TERRAIN CONDITION - DITCH

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	71
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Karl & Dot, Inc.	<b>Registration:</b>	N753KD
<b>Model/Series:</b>	Comp Air 75L	<b>Engines:</b>	1 Turbo Prop
<b>Operator:</b>	Karl O. Baker	<b>Engine Manufacturer:</b>	Walter
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	610D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PHL, 121 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 320°
<b>Temperature:</b>	21 °C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	PEDRICKTOWN, NJ (7N7)	<b>Destination:</b>	Cross Keys, NJ (17N)

## Airport Information

<b>Airport:</b>	Cross Keys Airport (17N)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	27	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3500 ft / 50 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): Paul R Cox

Adopted Date: 04/08/2003

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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.