



National Transportation Safety Board Aviation Accident Final Report

Location:	Mack, CO	Accident Number:	CEN09CA045
Date & Time:	11/01/2008, 1635 MST	Registration:	N3119X
Aircraft:	HARTTER LENNY J BEARHAWK	Aircraft Damage:	Substantial
Defining Event:	Landing gear collapse	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot was landing when he used right rudder to correct for drift and inadvertently applied uneven right braking. The left main gear on the experimental amateur built airplane then collapsed causing the left wing and the propeller to strike the runway. There was substantial damage to the left wing, but no injuries to the solo pilot.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The collapse of the left main landing gear which resulted in the pilot's failure to maintain directional control.

Findings

Aircraft	Main landing gear - Capability exceeded (Cause) Performance/control parameters - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)

Factual Information

History of Flight

Landing-landing roll	Landing gear collapse (Defining event)
----------------------	--

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine Land	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 Without Waivers/Limitations	Last Medical Exam:	10/29/2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	05/19/2008
Flight Time:	119 hours (Total, all aircraft), 34 hours (Total, this make and model), 21 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	HARTTER LENNY J	Registration:	N3119X
Model/Series:	BEARHAWK	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	1
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	08/09/2008, Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	26 Hours	Engines:	1 Reciprocating
Airframe Total Time:	59 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-540-E4B5
Registered Owner:	On file	Rated Power:	260 hp
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KGJT, 4858 ft msl	Observation Time:	1553 MST
Distance from Accident Site:	18 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	119°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Scattered / 8500 ft agl	Temperature/Dew Point:	30° C / -5° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	7 knots, 280°	Visibility (RVR):	
Altimeter Setting:	30.15 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mack, CO (C07)	Type of Flight Plan Filed:	Unknown
Destination:	Mack, CO (C07)	Type of Clearance:	None
Departure Time:	1530 MST	Type of Airspace:	

Airport Information

Airport:	Mack Mesa Airport (C07)	Runway Surface Type:	Asphalt
Airport Elevation:	4724 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	2600 ft / 60 ft	VFR Approach/Landing:	Full Stop; Straight-in

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		

Administrative Information

Investigator In Charge (IIC):	Thomas Latson	Adopted Date:	05/12/2009
Additional Participating Persons:	Leslie W DeNaugel; FAA Salt Lake City FSDO; Salt Lake City, UT		
Publish Date:	05/12/2009		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.