



National Transportation Safety Board Aviation Accident Final Report

Location:	Carlisle, AR	Accident Number:	CEN11CA143
Date & Time:	01/02/2011, 1300 CST	Registration:	N876KF
Aircraft:	RARDIN WILLIAM I KITFOX III	Aircraft Damage:	Substantial
Defining Event:	Sys/Comp malf/fail (non-power)	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot was landing his single-engine experimental airplane in calm wind conditions, when the left main gear collapsed upon touchdown. The airplane veered to the right and the pilot attempted to keep the airplane on the runway by applying engine power and right aileron; however, the airplane exited the runway and spun, which resulted in structural damage to the fuselage. A postaccident examination of the left main landing gear strut revealed that the strut failed due to a pre-existing crack in the weld joint. The crack would not have been readily visible to the pilot during a pre-flight inspection due to the construction of the strut. The bracing around the strut exhibited signs of distress with twisted and shiny fracture surfaces. No other anomalies were found with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of the left main landing gear strut due to a pre-existing crack in the weld joint.

Findings

Aircraft	Main gear strut/axle/truck - Failure (Cause)
Not determined	Not determined - Unknown/Not determined (Cause)

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground Sys/Comp malf/fail (non-power) (Defining event)
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Pilot Information

Certificate:	Private	Age:	55
Airplane Rating(s):	Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3	Last Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	909 hours (Total, all aircraft), 59 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	RARDIN WILLIAM I	Registration:	N876KF
Model/Series:	KITFOX III	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	876
Landing Gear Type:		Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	BOMBARDIER
ELT:	Not installed	Engine Model/Series:	ROTAX (ALL)
Registered Owner:	John Roman	Rated Power:	
Operator:	John Roman	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	
Lowest Ceiling:		Visibility	
Wind Speed/Gusts, Direction:		Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	N. Little Rock, AR (ORK)	Type of Flight Plan Filed:	None
Destination:	Carlisle, AR (4M3)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Carlisle Municipal (4M3)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	18	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Leah D Yeager	Adopted Date:	05/26/2011
Additional Participating Persons:			
Publish Date:	05/26/2011		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=78116		

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.

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