



National Transportation Safety Board Aviation Accident Final Report

Location:	Tucson, AZ	Accident Number:	GAA18CA180
Date & Time:	03/26/2018, 1030 MST	Registration:	N5606T
Aircraft:	ANDERSON DARRELL L STARDUSTER TOO	Aircraft Damage:	Substantial
Defining Event:	Landing gear collapse	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot in the experimental amateur-built, tailwheel-equipped airplane reported that this was his third test flight. During the landing roll, he heard a loud noise, and the left side of the airplane dropped. The airplane veered to the left and exited the left side of the runway. The left side of the airplane dug into the ground and the airplane nosed over.

The FAA aviation safety inspector who examined the airplane reported that the left main landing gear axle weld had failed.

The airplane sustained substantial damage to the vertical stabilizer, the rudder, and the right upper wing spar.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The failure of the left main landing gear axle weld during the landing roll.

Findings

Aircraft	Main gear strut/axle/truck - Failure (Cause)
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Factual Information

History of Flight

Landing-landing roll	Landing gear collapse (Defining event) Runway excursion Nose over/nose down
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Pilot Information

Certificate:	Commercial	Age:	83, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	BasicMed	Last FAA Medical Exam:	05/07/2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	09/19/2017
Flight Time:	(Estimated) 9166 hours (Total, all aircraft), 2 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	ANDERSON DARRELL L	Registration:	N5606T
Model/Series:	STARDUSTER TOO NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2017	Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	001
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/23/2018, Condition	Certified Max Gross Wt.:	1700 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2 Hours at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-AED
Registered Owner:	On file	Rated Power:	180 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KRYN, 2418 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1745 UTC	Direction from Accident Site:	39°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	13° C / -6° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tucson, AZ (RYN)	Type of Flight Plan Filed:	None
Destination:	Tucson, AZ (RYN)	Type of Clearance:	None
Departure Time:	1010 MST	Type of Airspace:	Class D

Airport Information

Airport:	RYAN FIELD (RYN)	Runway Surface Type:	Asphalt
Airport Elevation:	2418 ft	Runway Surface Condition:	Dry
Runway Used:	06L	IFR Approach:	None
Runway Length/Width:	4900 ft / 75 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	32.142222, -111.174444 (est)

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	09/10/2018
Additional Participating Persons:	Pete Kelley; FAA; Scottsdale, AZ		
Publish Date:	09/10/2018		
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=96937		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).