

Brief of Accident (Continued)

ANC05LA123
File No. 21390

08/12/2005

Palmer, AK

Aircraft Reg No. N63EB

Time (Local): 15:00 ADT

with "washboard" bumps, and slight depressions, and they all involved the nose gear strut and fork digging into the ground and the nose gear bending aft. The kit manufacturer posted a letter on their website stating that their review of NTSB accident reports pointed to pilot proficiency as the most significant factor. The letter said the company has produced a lighter weight leg/fork combination, with increased clearance between the nose strut axle.

The NTSB's Structures Study is available at the following address: http://www.nts.gov/publictn/2006/RV_Study.pdf . The NTSB's Photos and Data report that provides details on all of the RV nose-over accidents and incidents can be found at the following URL address: http://www.nts.gov/publictn/2006/RV_Photos.pdf .

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Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

2. (C) LANDING GEAR, NOSE GEAR STRUT - BUCKLED

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The loss of nose gear strut/fork-to-ground clearance that led to the collapse of the nose gear strut and nose-over during the landing roll. Factors contributing to the accident were an uneven dirt/gravel surface runway.