



# Aviation Investigation Final Report

<b>Location:</b>	Lexington, Texas	<b>Accident Number:</b>	CEN18LA271
<b>Date &amp; Time:</b>	July 14, 2018, 14:00 Local	<b>Registration:</b>	N22GL
<b>Aircraft:</b>	Steen Skybolt	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Sys/Comp malf/fail (non-power)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

After landing and while taxiing to the hangar, the bottom of the airplane's fuselage began to drag on the ground. Realizing that something was wrong, the pilot stopped the airplane and turned the engine magneto switch to off. Postaccident examination revealed that a fatigue failure of the main landing gear (MLG) truss had occurred, which allowed the MLG to spread apart.

## Probable Cause and Findings

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

The fatigue failure of the main landing gear (MLG) truss, which resulted in the MLG spreading apart.

## Findings

<b>Aircraft</b>	Main landing gear - Failure
<b>Aircraft</b>	Main landing gear - Fatigue/wear/corrosion

## Factual Information

### History of Flight

Taxi-from runway	Sys/Comp malf/fail (non-power) (Defining event)
Taxi-from runway	Landing gear collapse

On July 14, 2018, about 1400 central daylight time, a Leake Steen Skybolt biplane, N22GL, was substantially damaged when the main landing gear failed while it was taxiing from landing at Cotton Patch Airport (TA75), Lexington, Texas. The pilot was not injured, but the airplane sustained substantial damage. The airplane was registered to and operated by the pilot as a Title 14 *Code of Federal Regulations* Part 91 personal flight. Visual meteorological conditions existed at the accident site at the time of the accident, and no flight plan had been filed. The local flight originated from TA75 about 1300.

According to the pilot, he flew to Taylor, Texas, to refuel his airplane. He then flew back to TA75 and landed. While taxiing to the hangar, the bottom of the airplane's fuselage began to drag on the ground. Realizing that something was wrong, the pilot stopped the airplane and turned the engine magneto switch to off.

Postaccident examination revealed the main landing gear had failed, allowing it to spread apart. The pilot later reported there was a fatigue failure in the landing gear truss.

### Pilot Information

Certificate:	Private	Age:	68,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 28, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 22, 2018
Flight Time:	818 hours (Total, all aircraft), 429 hours (Total, this make and model), 818 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Steen	<b>Registration:</b>	N22GL
<b>Model/Series:</b>	Skybolt	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1978	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	GL-1
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 25, 2018 Condition	<b>Certified Max Gross Wt.:</b>	1850 lbs
<b>Time Since Last Inspection:</b>	4 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1511 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	IO-320-B1A
<b>Registered Owner:</b>		<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	GYB,484 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	13:55 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 4500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.06 inches Hg	<b>Temperature/Dew Point:</b>	32°C / 21°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Taylor, TX (T74 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Lexington, TX (TA75)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:35 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Cotton Patch TA75	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	430 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	30.391666,-97.108329(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott, Arnold
<b>Additional Participating Persons:</b>	Michael Costallos; FAA Flight Standards District Office; Houston, TX
<b>Original Publish Date:</b>	February 5, 2019
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97795">https://data.nts.gov/Docket?ProjectID=97795</a>

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