



Aviation Investigation Final Report

Location:	New Orleans, Louisiana	Accident Number:	CEN24LA062
Date & Time:	December 12, 2023, 12:30 Local	Registration:	N7067W
Aircraft:	Cessna 340A	Aircraft Damage:	Substantial
Defining Event:	Sys/Comp malf/fail (non-power)	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that the airplane touched down on the left and right main landing gear wheels. A few seconds later, the pilot felt that something failed on the left main landing gear, and the left wing began to drop to the runway. The left wing contacted the runway, and the pilot attempted to maintain directional control. Subsequently, the airplane exited the runway surface, which resulted in substantial damage to the left wing, left aileron, and horizontal stabilizer. Maintenance records revealed the main landing gear were overhauled about two months prior to the accident. The pilot reported he had completed about 8 to 10 takeoffs and landings during those two months. Postaccident examination revealed the main landing gear system was improperly rigged and the improper installation of hardware which resulted in the overstress failure of the left main landing gear system.

Probable Cause and Findings

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

The improper maintenance of the main landing gear, which resulted in a collapse and overstress failure of the left main landing gear during landing.

Findings

Aircraft	Main landing gear - Incorrect service/maintenance
Aircraft	Main landing gear - Failure
Aircraft	Directional control - Attain/maintain not possible

Factual Information

History of Flight

Landing-landing roll	Sys/Comp malf/fail (non-power) (Defining event)
Landing-landing roll	Landing gear collapse

Pilot Information

Certificate:	Private	Age:	38,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	February 8, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 16, 2023
Flight Time:	1056 hours (Total, all aircraft), 249 hours (Total, this make and model), 855 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7067W
Model/Series:	340A	Aircraft Category:	Airplane
Year of Manufacture:	1982	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	340A-1528
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	June 12, 2023 Annual	Certified Max Gross Wt.:	6390 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	2406 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-NB
Registered Owner:	On file	Rated Power:	335 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KNEW,3 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	342°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.42 inches Hg	Temperature/Dew Point:	16°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Naples, FL	Type of Flight Plan Filed:	IFR
Destination:	New Orleans, LA	Type of Clearance:	IFR
Departure Time:	10:08 Local	Type of Airspace:	Class D

Airport Information

Airport:	LAKEFRONT NEW	Runway Surface Type:	Asphalt
Airport Elevation:	7 ft msl	Runway Surface Condition:	Dry
Runway Used:	18R/36L	IFR Approach:	None
Runway Length/Width:	6879 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	30.041674,-90.026183(est)

Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	Paul Marks; FAA; Baton Rouge, LA
Original Publish Date:	August 1, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193521

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).