



# Aviation Investigation Final Report

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<b>Location:</b>	Lincoln, California	<b>Accident Number:</b>	WPR09CA319
<b>Date &amp; Time:</b>	June 30, 2009, 10:30 Local	<b>Registration:</b>	N1064D
<b>Aircraft:</b>	Cessna LC-126C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear collapse	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that when he entered the traffic pattern he observed the windsock indicating the wind was parallel to the runway. The pilot stated that during landing, the airplane "flared with no drift across the runway and touched down as normal." During the landing roll, the left main landing gear collapsed and separated from the airplane, and the left wing impacted the ground. Despite the pilot's control inputs, the airplane veered to the left and exited the runway, coming to a rest adjacent to the runway. The airplane sustained structural damage to the fuselage and left wing. Post-accident examination of the airplane by a Federal Aviation Administration (FAA) inspector revealed that the left main landing gear, at the point of separation, contained fractures consistent with fatigue cracks. The Safety Board issued Safety Recommendations A-01-001 and A-01-002 in March 2001, and the FAA issued an "Airworthiness Concern Sheet" in September 2007, both regarding landing gear fatigue on various Cessna airplane models with steel spring landing gear.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A fatigue crack in the left main landing gear strut resulting in the collapse of the strut during the landing roll.

## Findings

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Aircraft	(general) - Fatigue/wear/corrosion
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## Factual Information

### History of Flight

Landing-landing roll	Landing gear collapse (Defining event)
Landing-landing roll	Runway excursion

### Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
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:	September 23, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 9, 2009
Flight Time:	1020 hours (Total, all aircraft), 420 hours (Total, this make and model), 982 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1064D
Model/Series:	LC-126C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7676
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	April 2, 2009 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	14 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3912 Hrs	Engine Manufacturer:	JACOBS
ELT:	Installed, not activated	Engine Model/Series:	R755A SERIES
Registered Owner:	Gerald L LaJoie	Rated Power:	300 Horsepower
Operator:	Gerald L LaJoie	Operating Certificate(s) Held:	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>	KLHM, 121 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	10:30 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	28°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Lincoln, CA (KLHM)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Lincoln, CA (KLHM)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Lincoln Regional Airport KLHM	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	121 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	15	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3001 ft / 100 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	38.900833,-121.351387(est)

## Administrative Information

**Investigator In Charge (IIC):** McKenny, Van

**Additional Participating Persons:** Richard Conte; Federal Aviation Administration; Sacramento, CA

**Original Publish Date:** October 19, 2009

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:** This accident report documents the factual circumstances of this accident as described to the NTSB.

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=74172>

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