



Aviation Investigation Final Report

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

Aircraft	Main landing gear - Failure
Aircraft	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

Aircraft Make:	Steen	Registration:	N22GL
Model/Series:	Skybolt	Aircraft Category:	Airplane
Year of Manufacture:	1978	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	GL-1
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 25, 2018 Condition	Certified Max Gross Wt.:	1850 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1511 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	IO-320-B1A
Registered Owner:	On file	Rated Power:	160 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:	GYB,484 ft msl	Distance from Accident Site:	
Observation Time:	13:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4500 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	32°C / 21°C
Precipitation and Obscuration:			
Departure Point:	Taylor, TX (T74)	Type of Flight Plan Filed:	None
Destination:	Lexington, TX (TA75)	Type of Clearance:	None
Departure Time:	13:35 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

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

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