



National Transportation Safety Board Aviation Accident Data Summary

Location:	LONG BEACH, CA	Accident Number:	LAX95LA152
Date & Time:	04/01/1995, 1450 PST	Registration:	N111LS
Aircraft:	American Champion (ACAC) 8KCAB	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT REPORTED THAT AFTER TOUCHING DOWN HE FELT THE AIRCRAFT BOUNCE SLIGHTLY. HE RECOVERED FROM THE BOUNCE AND CONTINUED THE LANDING. DURING ROLLOUT, THE PILOT NOTED THAT THE AIRCRAFT BEGAN TO LIST EXCESSIVELY TOWARD ITS LEFT SIDE. IN SPITE OF HIS CONTROL INPUTS, THE AIRCRAFT CONTINUED TO LIST UNTIL THE LEFT WING FINALLY CONTACTED THE RUNWAY. AN INSPECTION OF THE AIRCRAFT REVEALED THAT THE LEFT MAIN LANDING GEAR ATTACHMENT BRACKET HAD SEPARATED IN THE AREA OF THE WELD. A STEREO MICROSCOPE EXAMINATION OF THE FRACTURE SURFACES REVEALED A LACK OF WELD FUSION. THE AIRCRAFT WAS MANUFACTURED IN JANUARY 1995 AND HAD ACCRUED A TOTAL OF 71.9 HOURS FLIGHT TIME WITH NO REPORTED PRIOR DAMAGE.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure and collapse of the left main landing gear due to a defective and improper weld by the manufacturer.

Findings

Occurrence #1: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,MAIN GEAR ATTACHMENT - SEPARATION
2. (C) INSTALLATION - IMPROPER - MANUFACTURER
3. (C) INADEQUATE QUALITY CONTROL - MANUFACTURER

Pilot Information

Certificate:	Private	Age:	30
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	133 hours (Total, all aircraft), 11 hours (Total, this make and model), 87 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	American Champion (ACAC)	Registration:	N111LS
Model/Series:	8KCAB 8KCAB	Engines:	1 Reciprocating
Operator:	DON HART	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	AEIO-360 HIA
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LGB, 57 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 200°
Temperature:	21° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	(LGB)	Destination:	

Airport Information

Airport:	DAUGHERTY FIELD (LGB)	Runway Surface Type:	Asphalt
Runway Used:	25R	Runway Surface Condition:	Dry
Runway Length/Width:	6192 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	ROBERT R CRISPIN	Adopted Date:	09/24/1995
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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