



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Conroe, TX	<b>Accident Number:</b>	DFW07CA128
<b>Date &amp; Time:</b>	06/01/2007, 1745 CDT	<b>Registration:</b>	N985JD
<b>Aircraft:</b>	DOGGETT JACK Samson	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

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## Analysis

Both main landing gears on a tailwheel-equipped homebuilt airplane collapsed during the landing roll. The 34,000-hour airline transport pilot, who was not the owner, reported that during the landing roll on the 6,000-foot-long, by 150-foot-wide asphalt runway, he began to apply "slight braking pressure." The pilot reported that the single-engine airplane began to "shudder rapidly." The left main landing gear collapsed, and immediately following that, the right main landing gear also collapsed. The radial engine powered airplane came to rest on the centerline of runway 14 and the pilot exited the airplane unassisted without injuries. Examination of the airplane by an FAA inspector, revealed that the left wing sustained structural damage; however, he was unable to determine the reason for the failure of the landing gear. The winds at the time of the mishap were reported from 140 degrees at 8 knots.

\*\*This narrative was modified on September 28, 2007.\*\*

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the main landing gear for undetermined reasons.

## Findings

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

### Findings

1. (C) LANDING GEAR - COLLAPSED  
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Occurrence #2: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

### Findings

2. (C) LANDING GEAR - FAILURE  
3. (C) REASON FOR OCCURRENCE UNDETERMINED

## Factual Information

### Aircraft and Owner/Operator Information

Aircraft Make:	DOGGETT JACK	Registration:	N985JD
Model/Series:	Samson	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	001
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	11/01/2006, Condition	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	100 Hours at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, not activated	Engine Model/Series:	R-985
Registered Owner:	Jack Dogggett	Rated Power:	450 hp
Operator:	Jack Dogggett	Operating Certificate(s) Held:	None

### Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CXO, 245 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1553 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.85 inches Hg	Temperature/Dew Point:	31° C / 18° C
Precipitation and Obscuration:			
Departure Point:	CONROE, TX (CXO)	Type of Flight Plan Filed:	None
Destination:	Conroe, TX (CXO)	Type of Clearance:	None
Departure Time:	1530 CDT	Type of Airspace:	

### Airport Information

Airport:	Lone Star Executive Airport (CXO)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	6000 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<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>	30.351111, -95.408611

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Leah Yeager	<b>Report Date:</b>	07/25/2007
<b>Additional Participating Persons:</b>	Doug Idema; Houston, Texas		
<b>Publish Date:</b>			
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).