



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

May 12, 2021

Subject: NTSB investigation ERA21FA219, N9795B, Cessna 172RG, Miami Executive Airport (TMB), Miami, Florida, May 8, 2021. Information provided by Petr Kratochvil, representative of Flying Academy (Operator).

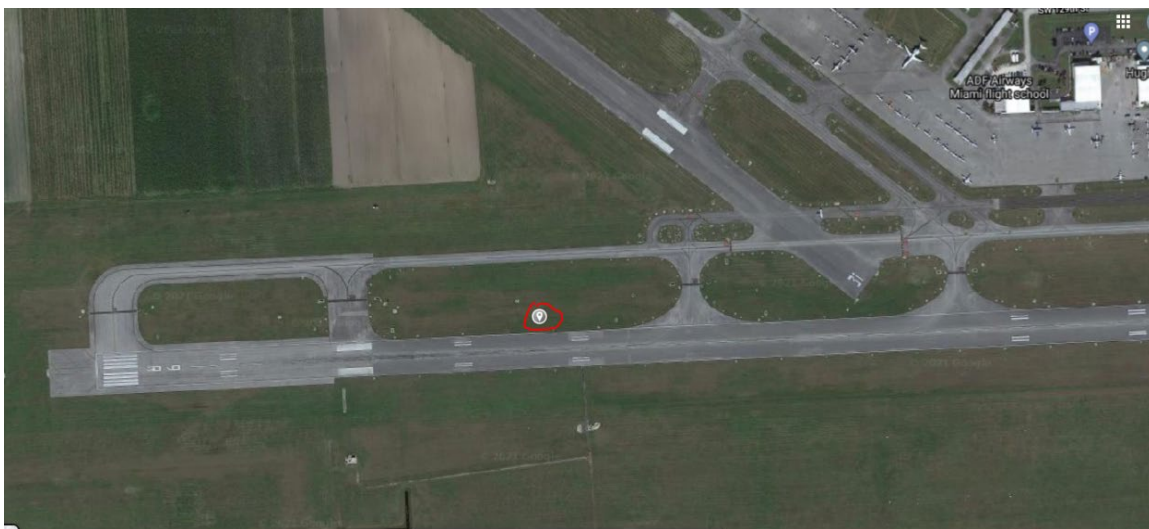
The FAA did not respond to the accident scene. Prior to an assessment of the damage, the operator examined the airplane.

Mr. Kratochvil provided the following information on May 12, 2021, via email:

Dear Mr. Monville,

I would like to provide you with information pertinent to incident of C172RG N9795B operated by Silver Express co at Miami executive airport (KTMB). As a representative of the aircraft operator I can state that purpose of the flight was the familirisation flight with the airspace, crew consisted of PPL holder who was visiting south Florida for vaccation, his wife (passenger) and CFI which is the employee of our 141 Pilotschool. Entire flight was operated under the 14 CFR Part 91. Flight was planned as KTMB - KTMB with few TG's at KMTH airport. See statements of the crew for details.

After the LH main gear colapse airplane went off the RWY 9R at KTMB airport. Approximate location of the AC after it stopped is marked on the picture:



Airplane was recovered on the 5/8/2021 approx 2hrs after the incident and towed to the maintenance hangar. During the recovery we were able to lift up the airplane and LH main gear was locked in position, after this there was green light indication for gear position. There was no propstrike, fire or leak of fuel, oil or hydraulic fluid at the scene.

Today 5/12/2021, We have performed the mx inspection of the airplane with following results:

There is damage on LH side of the horizontal stabilizer, stabilizer tip and elevator. Furthermore LH brake line was damaged nearby the LH brake caliper. There is no further damage on other parts of the AC. See pictures of the damaged parts on the link bellow. We have also performed gear swing and manual gear extension with hand hydraulic pump (see recorded videos on the link bellow). On top of this, We have verified functionality of the gear unsafe warning microswitch + horn system that sounds when throttle is reduced without gear being locked in down position. All of these systems and tests did not revealed any technical issue or malfunction of any kind. Hydraulic system of N9795B operates normaly. Furthermore we have inspected all components of the main and nose landing gears, hydraulic lines, powerpack and actuators. This inspection did not revealed any malfunction or leakage from the circuit.



Figure 1 Damage to Left Side Horizontal Stabilizer Spar and Rib



Figure 2 - Damage to Left Side Elevator

Additional Information: (Video Attachments of Gear Swings)

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