



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Watkins, Colorado	Accident Number:	CEN22LA004
Date & Time:	October 4, 2021, 16:08 Local	Registration:	N3027B
Aircraft:	Cessna 195	Aircraft Damage:	Substantial
Defining Event:	Sys/Comp malf/fail (non-power)	Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported he was landing from a personal flight in his tailwheel-equipped airplane when it suddenly swerved to the right shortly after the tailwheel contacted the runway surface during the landing roll. The pilot applied left rudder and brake to regain directional control, but the airplane veered off the right side of the runway into a level grass area. The left main landing gear (MLG) spring fractured where the spring entered the fuselage, which resulted in the airplane coming to rest on the lower left fuselage in a left wing down attitude. The left wing, left aileron, and the fuselage sustained substantial damage. Postaccident examination of the left MLG spring revealed a preexisting fatigue crack that initiated from the upper forward edge of the spring adjacent to the fuselage. The fatigue crack likely reduced the overall strength of the landing gear spring which resulted in its separation during the landing roll.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The separation of the left main landing gear spring during landing roll due to a preexisting fatigue crack.

Findings

Aircraft	Main landing gear - Failure
Aircraft	Main landing gear - Fatigue/wear/corrosion

Factual Information

History of Flight

Landing-landing roll	Sys/Comp malf/fail (non-power) (Defining event)
Landing-landing roll	Part(s) separation from AC
Landing-landing roll	Loss of control on ground
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Airline transport	Age:	52,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	March 1, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 16, 2021
Flight Time:	27472 hours (Total, all aircraft), 162.3 hours (Total, this make and model), 21000 hours (Pilot In Command, all aircraft), 122.7 hours (Last 90 days, all aircraft), 50.4 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3027B
Model/Series:	195 B	Aircraft Category:	Airplane
Year of Manufacture:	1952	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7910
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	May 7, 2021 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	42.6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4370.3 Hrs as of last inspection	Engine Manufacturer:	Jacobs
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	R-755-A2
Registered Owner:	On file	Rated Power:	300 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:	CFO, 5515 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:10 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	Unknown / Unknown
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	Unknown / Unknown
Altimeter Setting:	30.23 inches Hg	Temperature/Dew Point:	27°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Del Norte, CO (RCV)	Type of Flight Plan Filed:	None
Destination:	Watkins, CO (CFO)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	Colorado Air and Space Port Airport CFO	Runway Surface Type:	Asphalt
Airport Elevation:	5515 ft msl	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	8002 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	39.793859,-104.55175(est)

Administrative Information

Investigator In Charge (IIC): Fox, Andrew

Additional Participating Persons: Bret Proud; FAA Denver FSDO; Denver, CO

Original Publish Date: June 22, 2022

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=104042>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).