



Aviation Investigation Final Report

Location:	FORT WORTH, Texas	Accident Number:	FTW95LA219
Date & Time:	May 25, 1995, 11:34 Local	Registration:	N212AM
Aircraft:	Hispano Aviacion HB-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT RECEIVED AN INDICATION OF A HYDRAULIC PRESSURE PROBLEM DURING INITIAL TAKEOFF CLIMB. AFTER EXECUTING A TOWER FLY-BY AND CHECKING THE LANDING GEAR WARNING SYSTEM, THE PILOT EXECUTED A FULL STOP LANDING TO RUNWAY 16L AND THE LEFT MAIN LANDING GEAR COLLAPSED DURING THE ROLLOUT. THE LEFT WING STRUCK A RUNWAY SIGN ON THE LEFT SIDE OF THE RUNWAY AFTER THE GEAR COLLAPSED. POST ACCIDENT EXAMINATION OF THE AIRCRAFT REVEALED THAT THE HYDRAULIC ACTUATOR FOR THE RIGHT MAIN LANDING GEAR FAILED FOR UNDETERMINED REASONS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE HYDRAULIC ACTUATOR FOR THE RIGHT MAIN LANDING GEAR. A FACTOR WAS THE FALSE LANDING GEAR INDICATIONS PROVIDED BY THE LANDING GEAR INDICATING SYSTEM.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) HYDRAULIC SYSTEM,ACTUATOR - FAILURE,TOTAL

2. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE

Occurrence #2: GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

3. (F) LANDING GEAR,GEAR INDICATING SYSTEM - FALSE INDICATION

Factual Information

On May 25, 1995, at 1134 central daylight time, a Hispano Aviacion HA-200, N212AM, was substantially damaged while landing at the Meacham Airport near Fort Worth, Texas. The airline transport rated pilot was not injured, while his passenger sustained minor injuries. Instrument meteorological conditions prevailed for the local personal flight.

According to a Federal Aviation Administration (FAA) inspector, the pilot reported that the hydraulic actuator on the right main landing gear failed during initial takeoff climb, and the gear failed to retract. The pilot elected to execute a tower fly-by to verify the position of the landing gear prior to returning to land.

The tower was unable to detect any anomalies with the landing gear, and the pilot returned for a full stop landing on Runway 16L. After rolling for over 2,000 feet during the landing rollout, the landing gear warning horn came on, followed about a second later by the collapse of the left main landing gear. The left wing impacted a runway sign on the left side of the runway, resulting in damage to the left wing spar.

The pilot stated that all cockpit indications of a safe landing gear indication were present prior to touchdown. Post accident examination of the aircraft by the FAA inspector revealed that the hydraulic actuator for the right main landing gear failed for undetermined reasons.

Pilot Information

Certificate:	Airline transport	Age:	58, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 5, 1994
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	12000 hours (Total, all aircraft), 90 hours (Total, this make and model), 11000 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hispano Aviacion	Registration:	N212AM
Model/Series:	HB-200 HB-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	077
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	October 19, 1994 Annual	Certified Max Gross Wt.:	7800 lbs
Time Since Last Inspection:	6 Hrs	Engines:	2 Turbo jet
Airframe Total Time:	1396 Hrs	Engine Manufacturer:	TURBOMECA
ELT:	Not installed	Engine Model/Series:	MARBORH II
Registered Owner:	CORPAMERICA INC.	Rated Power:	870 Lbs thrust
Operator:	TILLET, WAYNE D.	Operating Certificate(s) Held:	None
Operator Does Business As:	TEXAS BIZ-JET INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	2.5 miles
Lowest Ceiling:	Overcast / 400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 16°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	(FTW)	Type of Flight Plan Filed:	None
Destination:	JACKSONVILLE , TX (SDO)	Type of Clearance:	IFR
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	MEACHAM FTW	Runway Surface Type:	Asphalt
Airport Elevation:	740 ft msl	Runway Surface Condition:	Dry
Runway Used:	16L	IFR Approach:	ILS
Runway Length/Width:	6000 ft / 150 ft	VFR Approach/Landing:	Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	32.819789,-97.360534(est)

Administrative Information

Investigator In Charge (IIC):	Casanova, Hector
Additional Participating Persons:	CURT F MAHAFFEY; FORT WORTH , TX
Original Publish Date:	September 24, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=19436

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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](#).