



# Aviation Investigation Final Report

<b>Location:</b>	PHOENIX, Arizona	<b>Accident Number:</b>	LAX95LA084
<b>Date &amp; Time:</b>	January 22, 1995, 13:30 Local	<b>Registration:</b>	N195JB
<b>Aircraft:</b>	CESSNA 195	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT REPORTED THAT AFTER A LOCAL FLIGHT HE RETURNED FOR A FULL-STOP LANDING. DURING THE ROLLOUT THE AIRCRAFT YAWED SLIGHTLY TO THE LEFT, WHICH WAS CORRECTED WITH RIGHT RUDDER. THE AIRCRAFT THEN VEERED TO THE RIGHT, EXITED THE RUNWAY, AND GROUND LOOPED IN THE ADJOINING DIRT. THE PILOT SAID HE COULD NOT CORRECT THE RIGHT TURN WITH RUDDER OR BRAKE APPLICATION. SUBSEQUENT INSPECTION OF THE AIRCRAFT BY A FAA AIRWORTHINESS INSPECTOR REVEALED THAT THE LEFT MAIN STRUT FAILED JUST ABOVE THE WHEEL ASSEMBLY. THE INSPECTOR REPORTED THAT THE FRACTURE FACE WAS 'HEAVILY DISCOLORED AND HAD OBVIOUSLY BEEN THERE A VERY LONG TIME.'

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the left main strut due to a pre-existing crack.

### Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

#### Findings

1. (C) LANDING GEAR,MAIN GEAR STRUT - CRACKED
2. (C) LANDING GEAR,MAIN GEAR STRUT - FAILURE,TOTAL

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

-----

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

Findings

4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

## Factual Information

On January 22, 1995, at 1330 mountain standard time, a Cessna 195, N195JB, ground looped following separation of the left main wheel during the landing ground roll at the Deer Valley airport, Phoenix, Arizona. The aircraft was owned and operated by the pilot and was on a local personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft incurred substantial damage. The certificated commercial pilot and the one passenger onboard were not injured. The flight originated at the Deer Valley airport on the day of the accident at 1230 hours.

The pilot reported that after a local flight he returned and landed on runway 7 right. During the rollout the aircraft yawed slightly to the left, which was corrected with right rudder. The aircraft then veered to the right, exited the runway, and ground looped in the adjoining dirt. The pilot said he could not correct the right turn with rudder or brake application.

Subsequent inspection of the aircraft by a Federal Aviation Administration airworthiness inspector revealed that the left main strut failed just above the wheel assembly. The inspector reported that the fracture face was "heavily discolored and had obviously been there a very long time."

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	69, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	January 9, 1995
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	10225 hours (Total, all aircraft), 1000 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N195JB
<b>Model/Series:</b>	195 195	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	7220
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 16, 1995 Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>	1 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1023 Hrs	<b>Engine Manufacturer:</b>	JACOBS
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	L6MB
<b>Registered Owner:</b>	JOSEPH W. BARTASAVAGE	<b>Rated Power:</b>	330 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	DVT ,1426 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	11:47 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 25000 ft AGL	<b>Visibility</b>	40 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	14°C / 3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(DVT )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	12:30 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	DEER VALLEY DVT	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1476 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	7R	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	8200 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	33.679347,-112.089385(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Rich, Jeff
<b>Additional Participating Persons:</b>	LARRY JONES; SCOTTSDALE , AZ
<b>Original Publish Date:</b>	August 31, 1995
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=29015">https://data.nts.gov/Docket?ProjectID=29015</a>

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](#).