



Aviation Investigation Final Report

Location:	MIAMI, Florida	Accident Number:	MIA88LA141
Date & Time:	April 5, 1988, 14:13 Local	Registration:	N2185J
Aircraft:	CESSNA T-188C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE TAXIING FROM LANDING AFTER A MAINTENANCE TEST FLIGHT, THE RT MAIN WHEEL ASSY SEPARATED FROM THE RT LANDING GEAR STRUT. THE ACFT THEN WENT OFF THE TAXIWAY & CAME TO REST IN THE GRASS. EXAMINATION OF THE RT LANDING GEAR REVEALED THAT THE SPRING STRUT FAILED AS A RESULT OF FATIGUE AT THE ATTACH POINT FOR THE AXLE. THE PILOT/MECHANIC WAS NOT INJURED.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) LANDING GEAR,MAIN GEAR STRUT - FATIGUE
 2. (C) MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - PILOT IN COMMAND
 3. LANDING GEAR,WHEEL - SEPARATION
 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
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Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: TAXI - FROM LANDING

Factual Information

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 12, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	5500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2185J
Model/Series:	T-188C T-188C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	T18803422T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	March 28, 1988 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	TSIO-520-T
Registered Owner:	DEREGISTERED ON 3-17-88	Rated Power:	310 Horsepower
Operator:	FERRO AVIATION MAINTENANCE	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TMB ,10 ft msl	Distance from Accident Site:	
Observation Time:	13:46 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	8 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	TAMIAMI TMB	Runway Surface Type:	Asphalt
Airport Elevation:	10 ft msl	Runway Surface Condition:	Dry
Runway Used:	27R	IFR Approach:	None
Runway Length/Width:	5002 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	25.649885,-80.410934(est)

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons:

Original Publish Date: March 13, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=32159>

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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](#).