



Aviation Investigation Final Report

Location:	HOLLYWOOD, Florida	Accident Number:	MIA89LA216
Date & Time:	August 6, 1989, 15:33 Local	Registration:	N841DP
Aircraft:	CESSNA 195B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING THE LANDING ROLL AFTER TOUCHDOWN ON THE LEFT WHEEL, THE LEFT LANDING GEAR SPRING FAILED DUE TO FATIGUE. THE AIRPLANE SPUN TO THE RT, TRAVELLED OFF THE RT SIDE OF THE RWY, THEN THE RT LANDING GEAR SPRING FAILED DUE TO OVERLOAD. THE AIRPLANE THEN SPUN TO THE LEFT & CAME TO REST.

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 LANDING GEAR SPRING DUE TO LOW CYCLE FATIGUE, RESULTING IN THE LOSS OF CONTROL OF THE GROUND.

Findings

Occurrence #1: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,MAIN GEAR SPRING - FATIGUE
 2. (C) LANDING GEAR,MAIN GEAR SPRING - FAILURE,TOTAL
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - RUNWAY LIGHT

Occurrence #4: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

5. LANDING GEAR,MAIN GEAR SPRING - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	63, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
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 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 23, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	20000 hours (Total, all aircraft), 27 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N841DP
Model/Series:	195B 195B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	16112
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 6, 1989 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	JACOBS
ELT:	Installed, not activated	Engine Model/Series:	R-755-B2
Registered Owner:	JOHN P. MARTIN	Rated Power:	275 Horsepower
Operator:		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:	HWO ,9 ft msl	Distance from Accident Site:	
Observation Time:	15:36 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:15 Local	Type of Airspace:	Class D

Airport Information

Airport:	NORTH PERRY HWO	Runway Surface Type:	Asphalt
Airport Elevation:	9 ft msl	Runway Surface Condition:	Dry
Runway Used:	9R	IFR Approach:	None
Runway Length/Width:	3000 ft / 100 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	25.989255,-80.2201(est)

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons:

Original Publish Date: October 24, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=32476>

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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](#).