



Aviation Investigation Final Report

Location:	FT. LEAVENWORTH, Kansas	Accident Number:	MKC82DA124
Date & Time:	July 13, 1982, 17:10 Local	Registration:	N10015
Aircraft:	CESSNA 305A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE AIRCRAFT BOUNCED ON LANDING DURING A DUAL INSTRUCTIONAL FLIGHT. THE STUDENT PILOT APPLIED FULL POWER AND THE AIRCRAFT SWERVED ON THE SECOND TOUCHDOWN. WITNESSES STATED THAT THE AIRCRAFT ROTATED 45 DEGREES LEFT AND TOUCHED DOWN IN THAT POSITION. THE RIGHT WHEEL THEN BROKE OFF, FOLLOWED BY FAILURE OF THE RIGHT LANDING GEAR. EXAMINATION OF THE LANDING GEAR SHOWED A PREVIOUS FRACTURE THAT COVERED ONE THIRD OF THE THICKNESS OF THE LANDING GEAR LEG.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
1. (C) LEVEL OFF - IMPROPER - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (C) THROTTLE/POWER CONTROL - EXCESSIVE - PILOT IN COMMAND

3. (C) RUDDER - IMPROPER - PILOT IN COMMAND

Occurrence #3: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. LANDING GEAR,WHEEL - SEPARATION

5. LANDING GEAR,MAIN GEAR STRUT - PREVIOUS DAMAGE

6. LANDING GEAR,MAIN GEAR STRUT - FAILURE,TOTAL

Occurrence #4: DRAGGED WING,ROTOR,POD,FLOAT OR TAIL/SKID

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	30, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	August 25, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	654 hours (Total, all aircraft), 27 hours (Total, this make and model), 613 hours (Pilot In Command, all aircraft), 54 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N10015
Model/Series:	305A 305A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	22852
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4899 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-470
Registered Owner:	FT. LEAVENWORTH FLYING CLUB	Rated Power:	190 Horsepower
Operator:	FT. LEAVENWORTH FLYING CLUB	Operating Certificate(s) Held:	
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FT. LEAVENWORTH, KS (FLV)	Type of Flight Plan Filed:	None
Destination:	FT. LEAVENWORTH, KS (FLV)	Type of Clearance:	
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	SHERMAN ARMY FIELD FLV	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	
Runway Length/Width:	5905 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.360736,-94.909774(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: July 13, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=70780>

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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](#).