



National Transportation Safety Board Aviation Accident Data Summary

Location:	FORT LAUDERDALE, FL	Accident Number:	MIA95LA016
Date & Time:	11/01/1994, 1310 EST	Registration:	N5715C
Aircraft:	CESSNA 402C	Injuries:	3 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

The left main landing gear collapsed on landing rollout. Examination of the landing gear by the FAA and company maintenance personnel revealed a failure of left landing gear upper barrel and trunion assembly. Further examination of the components by the NTSB laboratory revealed fractures representative of overstress separations. There was no evidence of fatigue or other type of preexisting cracking. Review of aircraft logbooks revealed no recorded history of hard landings, or previous landing gear damage.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the left main landing gear upper barrel and trunion assembly due to overstress separations, resulting in the collapse of the left main landing gear on landing rollout.

Findings

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

Findings

1. (C) LANDING GEAR,MAIN GEAR STRUT - FAILURE,TOTAL
2. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD
3. LANDING GEAR - COLLAPSED

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	35
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	5344 hours (Total, all aircraft), 2150 hours (Total, this make and model), 4968 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 49 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5715C
Model/Series:	402C 402C	Engines:	2 Reciprocating
Operator:	AIRWAYS INTERNATIONAL	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	Commuter Air Carrier (135)	Engine Model/Series:	TSIO-520-VB
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FLL, 11 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	2 knots / , 250°
Temperature:	32° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	MIAMI, FL (MIA)	Destination:	, FL (FLL)

Airport Information

Airport:	FORT LAUDERDALE INT (FLL)	Runway Surface Type:	Asphalt
Runway Used:	27	Runway Surface Condition:	Dry
Runway Length/Width:	5270 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Latitude, Longitude:

Administrative Information

Investigator In Charge (IIC):	CARROL A SMITH	Adopted Date:	05/04/1995
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.