



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	LAS CRUCES, NM	<b>Accident Number:</b>	FTW95LA060
<b>Date &amp; Time:</b>	12/03/1994, 1030 MST	<b>Registration:</b>	N88WT
<b>Aircraft:</b>	Howard Aircraft Corp. DGA-15P	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

THE PILOT WAS CONDUCTING THE FOURTH TOUCH AND GO LANDING, UNDER THE SUPERVISION OF AN INSTRUCTOR PILOT, WHEN THE RIGHT MAIN LANDING GEAR FAILED. FOLLOWING THE COLLAPSE OF THE LANDING GEAR THE AIRCRAFT VEERED RIGHT OF THE RUNWAY AND GROUND LOOPED. AN EXAMINATION OF THE LANDING GEAR REVEALED A PRE-EXISTING CRACK IN A WELD AREA. THE PILOT HAD RECENTLY PURCHASED THE AIRCRAFT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INADEQUATE MAINTENANCE BY UNKNOWN MAINTENANCE PERSONNEL. A FACTOR WAS THE COLLAPSED LANDING GEAR.

## Findings

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PERSONNEL
2. (F) LANDING GEAR,MAIN GEAR - CRACKED
3. (F) LANDING GEAR,MAIN GEAR - COLLAPSED

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

### Findings

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

## Factual Information

On December 3, 1994, at 1030 central standard time, a Howard DGA-15P, N88WT, was substantially damaged during landing at the Las Cruces, New Mexico, International Airport. The airplane, owned and operated by the commercial pilot, was on a local area dual instructional flight. There was no flight plan filed and visual meteorological conditions prevailed. Neither the pilot, the instructor, nor the two passengers were injured.

According to the owner, who had recently purchased the airplane, he was "acting as pilot-in-command." He and his flight instructor were doing touch and go landings on runway 30. He stated that during the last landing he touched down at approximately "60 miles per hour (MPH)." During the landing roll, at approximately 40 MPH, the "right main landing gear began to fail." As the gear began to collapse the airplane veered right and he and the instructor could not regain control using full left rudder and differential braking. As the airplane departed the runway, it spun 720 degrees before the right main landing gear collapsed. The flight had landed on runway 30 and the winds were reported as being 110 degrees at 4 knots.

An examination of the aircraft, by a Federal Aviation Administration airworthiness inspector, revealed that control continuity existed and the braking system operated. Inspection of the landing gear revealed evidence of pre-existing fractures in the gear structure.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/29/1994
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	11500 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Howard Aircraft Corp.	Registration:	N88WT
Model/Series:	DGA-15P DGA-15P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	782
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	08/10/1994, Annual	Certified Max Gross Wt.:	4500 lbs
Time Since Last Inspection:	23 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1300 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R985-AN12
Registered Owner:	MICHAEL & WANDA FISHBURN	Rated Power:	450 hp
Operator:	MICHAEL & WANDA FISHBURN	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ELP, 3956 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1050 CST	Direction from Accident Site:	165°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	70 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0930 MST	Type of Airspace:	Class G

## Airport Information

Airport:	LAS CRUCES MUNICIPAL (LCR)	Runway Surface Type:	Asphalt
Airport Elevation:	4454 ft	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	7494 ft / 150 ft	VFR Approach/Landing:	Touch and Go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	MATTHEW ELLIS,	<b>Report Date:</b>	05/18/1995
<b>Additional Participating Persons:</b>	ROGER ST. HILAIRE; ALBUQUERQUE, NM		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).