



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|---|-------------------------|------------|
| Location: | TULSA, OK | Accident Number: | FTW97LA041 |
| Date & Time: | 11/01/1996, 1100 CST | Registration: | N9520B |
| Aircraft: | Cessna 172RG | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Analysis

A witness stated that the airplane 'flared smoothly and touched down with what appeared to be no side load.' As the aircraft settled onto the runway surface, the right main gear collapsed, and the aircraft subsequently skidded off the right side of the runway. During examination of the right main landing gear, it was discovered that the gear pivot assembly was fractured adjacent to the spline. It has not been determined as to whether the fracture occurred during gear retraction, extension, or upon contact with the runway. According to maintenance records, Cessna Service Bulletin, SE390.1, April 20, 1990, was applicable to this aircraft and was complied with. The Service Bulletin's purpose was to inspect main landing gear pivot assemblies for cracks in the spline area. The pivot assembly that failed, P/N 2441100-9, had a total time of 1,611.8 hours. Visual inspection of the fractured surface showed evidence of overload, however a small area on the outer portion of the surface had several small cracks bordering the edge.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The failure of the main landing gear pivot gear assembly.

Findings

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

Findings

1. LANDING GEAR,GEAR INDICATING SYSTEM - INOPERATIVE
2. (C) LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FRACTURED

Pilot Information

| | | | |
|----------------------------------|--|------------------------------|------|
| Certificate: | Private | Age: | 27 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 101 hours (Total, all aircraft), 9 hours (Total, this make and model), 25 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|---------------------------------------|---|-----------------------------|-----------------|
| Aircraft Make: | Cessna | Registration: | N9520B |
| Model/Series: | 172RG 172RG | Engines: | 1 Reciprocating |
| Operator: | SPARTAN SCHOOL OF AERONAUTICS | Engine Manufacturer: | Lycoming |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-360-F1A6 |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Meteorological Information and Flight Plan

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|---|------------------------|-------------------------------------|-------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Weather Information Source: | Pilot |
| Lowest Ceiling: | Overcast / 4700 ft agl | Wind Speed/Gusts, Direction: | 8 knots / 16 knots, 10° |
| Temperature: | 5° C | Visibility | 10 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | (RVS) | Destination: | |

Airport Information

| | | | |
|-----------------------------|-----------------------|----------------------------------|---------|
| Airport: | RIVERSIDE JONES (RVS) | Runway Surface Type: | Asphalt |
| Runway Used: | 7 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 5101 ft / 100 ft | | |

Wreckage and Impact Information

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|-----------------------------|--------|----------------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Latitude, Longitude: | | | |

Administrative Information

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|--------------------------------------|--|----------------------|------------|
| Investigator In Charge (IIC): | ALEXANDER LEMISHKO | Adopted Date: | 08/25/1997 |
| 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/ . | | |

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