



National Transportation Safety Board Aviation Accident Data Summary

Location:	BEND, OR	Accident Number:	SEA98LA058
Date & Time:	04/01/1998, 1540 PST	Registration:	N1069D
Aircraft:	Cessna 195A	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

During the landing roll, when the dual student allowed the tailwheel aircraft to drift too close to the right side of the runway, the instructor applied left rudder and left brake. As he took this corrective action, the left main gear leg fractured and separated from the aircraft. NTSB examination of the fracture surface revealed that two fatigue cracks had initiated in corrosion pits created where the gear leg rubbed against the gear leg clamping system. The two cracks eventually combined to become one, and when loads were applied during the landing roll, an overstress separation stemming from the fatigue fracture region occurred.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Separation by fracture of the left main gear leg, as the result of fatigue cracks that initiated in corrosion pits on the gear leg surface.

Findings

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

Findings

1. (C) LANDING GEAR,MAIN GEAR - SEPARATION
2. (C) LANDING GEAR,MAIN GEAR - FRACTURED
3. (C) LANDING GEAR,MAIN GEAR - FATIGUE
4. (C) LANDING GEAR,MAIN GEAR - CORRODED
5. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	46
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
Flight Time:	3833 hours (Total, all aircraft), 200 hours (Total, this make and model), 3520 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1069D
Model/Series:	195A 195A	Engines:	1 Reciprocating
Operator:	JERRY W. ROZELLE	Engine Manufacturer:	Jacobs
Operating Certificate(s) Held:	None	Engine Model/Series:	755-A2
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	6 knots / , Variable
Temperature:	16° C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	(S07)	Destination:	

Airport Information

Airport:	BEND MUNICIPAL AIRPORT (S07)	Runway Surface Type:	Asphalt
Runway Used:	34	Runway Surface Condition:	Dry
Runway Length/Width:	5000 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): ORRIN K ANDERSON Adopted Date: 02/15/2001

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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