



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	LA GRANGE, GA	<b>Accident Number:</b>	ATL91LA036
<b>Date &amp; Time:</b>	01/02/1991, 1405 EST	<b>Registration:</b>	N2187C
<b>Aircraft:</b>	CESSNA 195B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

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

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## Analysis

THE AIRLINE TRANSPORT PILOT WAS ON LANDING ROLL WHEN THE AIRCRAFT BEGAN TO TURN TO THE RIGHT. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED WHEN IT RAN OFF THE RUNWAY AND STRUCK A DITCH. INVESTIGATION REVEALED THAT THE TAILWHEEL STEERING SPRING HAD FAILED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE TAILWHEEL STEERING SPRING.

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) LANDING GEAR,STEERING SYSTEM - FAILURE,PARTIAL  
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/22/1990
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	19380 hours (Total, all aircraft), 35 hours (Total, this make and model), 13152 hours (Pilot In Command, all aircraft), 202 hours (Last 90 days, all aircraft), 52 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N2187C
<b>Model/Series:</b>	195B 195B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	16172
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	01/02/2000, Unknown	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	JACOBS
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	R-755-A2
<b>Registered Owner:</b>	ABBOTT, TED M.	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	ABBOTT, TED M.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CSG, 397 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1852 EST	Direction from Accident Site:	170°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Overcast / 1400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1230 EST	Type of Airspace:	

## Airport Information

Airport:	LA GRANGE CALLOWAY (LGC)	Runway Surface Type:	Asphalt
Airport Elevation:	670 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	5600 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Roff H Sasser, III	Report Date:	03/31/1993
Additional Participating Persons:	SHIRLAND D KEMP; COLLEGE PARK, GA		
Publish Date:			
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 <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](#).