



# Aviation Investigation Factual Report

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<b>Location:</b>	Stockton, California	<b>Accident Number:</b>	LAX07LA119
<b>Date &amp; Time:</b>	April 1, 2007, 11:00 Local	<b>Registration:</b>	N3424Q
<b>Aircraft:</b>	Cessna 320E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Factual Information

On April 1, 2007, at 1100 Pacific daylight time, a Cessna 320E, N3424Q, collapsed the right main landing gear while exiting runway 29L at Stockton Metropolitan Airport (SCK), Stockton, California. The pilot/owner operated the airplane under the provisions of 14 CFR Part 91 as a personal flight. The airplane sustained substantial damage. The pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed for the local area flight that departed SCK about 1000. No flight plan had been filed.

According to the pilot, this was the first flight after an annual inspection. He had flown to Calaveras County-Maury Rasmussen Field Airport (CPU), San Andreas California, refueled, and then flew back to SCK. The pilot noted no mechanical problems with the airplane during the flight until he reached SCK. He stated that the landing and landing rollout were normal. While slowing down to exit the high speed taxiway, he engaged the left rudder to turn to the left, and the right main landing gear collapsed. The right wing struck the runway, and right propeller and right horizontal stabilizer were also damaged. The pilot reported that he exited onto the taxiway at 20 miles per hour (mph). He further reported that during the annual inspection the landing gear had been rerigged.

Reported winds at the time of the accident were variable at 3 knots.

### TEST AND RESEARCH

According to a Federal Aviation Administration (FAA) inspector, the right main landing gear bellcrank (part number 0841225-10) strut attachment bolt (AN4-25A) sheared. This placed an increased load on the remaining main strut attachment clevis ears, which caused the ears to fail and the down lock link assembly to collapse. The FAA inspector stated that his inspection was not able to ascertain whether or not the landing gear had been rigged improperly.

The pilot had the landing gear independently inspected. According to the inspection report, the right side main landing gear fork bolt was deformed in an outward direction at the fork-to-bolt junction. The right main landing gear down indicator switch had been rigged to a point where it made contact at the "earliest possible moment during landing gear extension." The right main landing gear fork bolt had been adjusted to what appeared to be its full outboard limit. The right main landing gear outboard push pull tube rod ends had been adjusted to their shortest possible length. The right landing gear lock link end fitting and the right main landing gear bellcrank were sent to a metallurgical laboratory that reported that the components had failed in overload.

The aircraft logbook entry indicated that the annual inspection had been completed and returned to service in an airworthy condition on April 1, 2007. The entry stated in part that the

landing gear had been rigged in accordance with Cessna's service manual.

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor	<b>Age:</b>	55, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<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 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	July 1, 2006
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	October 1, 2006
<b>Flight Time:</b>	4046 hours (Total, all aircraft), 23 hours (Total, this make and model), 2959 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 1 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>	N3424Q
<b>Model/Series:</b>	320E	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	0024
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 1, 2007 Annual	<b>Certified Max Gross Wt.:</b>	5300 lbs
<b>Time Since Last Inspection:</b>	0.9 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	4128.4 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520-B
<b>Registered Owner:</b>	Pechan Family Trust	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SCK,33 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	10:55 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.95 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	San Andreas, CA (CPU)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Stockton, CA (SCK)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	10:45 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	STOCKTON METROPOLITAN SCK	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	29L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	37.883335,-121.241668

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Cornejo, Tealeye
<b>Additional Participating Persons:</b>	Timothy L Jarrard; Federal Aviation Administration; Oakland, CA
<b>Report Date:</b>	June 11, 2008
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=65532">https://data.nts.gov/Docket?ProjectID=65532</a>

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