



Aviation Investigation Final Report

Location:	PHOENIX, Arizona	Accident Number:	LAX83FUJ11
Date & Time:	January 4, 1983, 13:25 Local	Registration:	N25GH
Aircraft:	DOUGLAS A26C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91F: Special flt ops.		

Analysis

THE LEFT GEAR RETRACTED. THE MODIFICATION OF THE ACFT FOR EXPERIMENTAL USE REDUCED ACCESS TO THE RUDDER TRIM CONTROL WITH THE GEAR SELECTOR IN THE DOWN POSITION. WITH THE SELECTOR IN NEUTRAL, IT WAS POSSIBLE TO APPLY LOADS TO THE GEAR WHICH REMOVED THE GEAR FROM THE POSITIVE DOWN & LOCKED POSITION. POSITIONING THE SELECTOR TO THE DOWN POSITION EXERTS 1500 PSI TOWARD THE DOWN POSITION. SUBSEQUENT TO THE ACCIDENT, THE OPERATOR RELOCATED THE RUDDER TRIM KNOB TO ALLOW RAPID 360 DEG OPERATION OF THE TRIM HANDLE WITH NO INTERFERENCE WHEN THE LANDING GEAR HANDLE IS IN THE DOWN POSITION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: MAIN GEAR COLLAPSED
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) LANDING GEAR, GEAR LEVER - CLEARANCE

Factual Information

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 18, 1982
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	8500 hours (Total, all aircraft), 100 hours (Total, this make and model), 7260 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DOUGLAS	Registration:	N25GH
Model/Series:	A26C A26C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	6934
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	November 24, 1982 Unknown	Certified Max Gross Wt.:	32000 lbs
Time Since Last Inspection:	12 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2751 Hrs	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-2800 CB 16
Registered Owner:	GARRETT CORPORATION DEPT. G-3	Rated Power:	1800 Horsepower
Operator:	GARRETT TURBINE ENGINE CO.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	PHX SKY HARBOR PHX	Runway Surface Type:	
Airport Elevation:	1132 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Mecklenburg, Norman

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=23551>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).