



# Aviation Investigation Final Report

<b>Location:</b>	QUINCY, California	<b>Accident Number:</b>	LAX00LA224
<b>Date &amp; Time:</b>	June 13, 2000, 06:00 Local	<b>Registration:</b>	N7451K
<b>Aircraft:</b>	Piper PA-20	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

During takeoff roll the left main landing gear collapsed as the airplane accelerated through about 40 miles per hour. The left wingtip dropped to the ground and the aircraft ground looped. Examination revealed that the landing gear shock absorber end fitting had broken and separated where it attached to the gear strut.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The fracture and failure of the main landing gear strut to shock absorber attachment fitting.

## Findings

Occurrence #1: MAIN GEAR COLLAPSED  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. LANDING GEAR,MAIN GEAR SHOCK ABSORBING STRUT
2. (C) LANDING GEAR,MAIN GEAR ATTACHMENT - FRACTURED
3. (C) LANDING GEAR,MAIN GEAR ATTACHMENT - FAILURE

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

4. GROUND LOOP/SWERVE

## Factual Information

On June 13, 2000, at 0600 hours Pacific daylight time, a Piper PA-20, N7451K, was substantially damaged when the aircraft ground looped during takeoff at Gansner Field, Quincy, California. The airline transport certificated pilot and one passenger were not injured. No flight plan was filed and visual meteorological conditions prevailed for the personal flight that was operated by the owner under 14 CFR Part 91. The flight destination is unknown.

The pilot reported that, during takeoff roll on runway 24, the left main landing gear collapsed as the airplane accelerated through about 40 miles per hour. The left wingtip then dropped to the ground and the aircraft ground looped to the left. According to the pilot, the landing gear shock absorber end fitting had broken and separated where it attached to the gear strut.

The surface wind was reported calm.

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	73, 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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 26, 1999
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	17500 hours (Total, all aircraft), 3000 hours (Total, this make and model), 12000 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N7451K
<b>Model/Series:</b>	PA-20 PA-20	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	362
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 2, 2000 Annual	<b>Certified Max Gross Wt.:</b>	1950 lbs
<b>Time Since Last Inspection:</b>	26 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4951 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-D2A
<b>Registered Owner:</b>	RICHARD J. CORBITT	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	CIC ,238 ft msl	<b>Distance from Accident Site:</b>	43 Nautical Miles
<b>Observation Time:</b>	06:47 Local	<b>Direction from Accident Site:</b>	240°
<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>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	310°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(201 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	06:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	GANSNER FIELD 201	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	3415 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	4100 ft / 60 ft	<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	39.959449,-121.000793(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Parker, Richard
<b>Additional Participating Persons:</b>	WILLIAM C KUNDER; RENO , NV
<b>Original Publish Date:</b>	August 21, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=49422">https://data.ntsb.gov/Docket?ProjectID=49422</a>

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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](#).