



# National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	VAN NUYS, CA	<b>Accident Number:</b>	LAX95LA232
<b>Date &amp; Time:</b>	07/01/1995, 0750 PDT	<b>Registration:</b>	N444RJ
<b>Aircraft:</b>	CESSNA 401A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	5 None

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

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On July 1, 1995, at 0750 hours Pacific daylight time, a Cessna 401A, N444RJ, sustained a left main landing gear collapse while taxiing for departure at Van Nuys, California. The aircraft was owned and operated by the pilot, and was beginning a cross-country flight to Cabo San Lucas, Mexico. Visual meteorological conditions prevailed at the time. The aircraft incurred substantial damage to the left wing, left wing tip fuel tank, and the associated engine and propeller. Neither the certificated private pilot nor his four passengers were injured.

According to the pilot's statement and witness observations, the aircraft was making a right-hand turn in the run-up area at a slow speed when the left main landing gear collapsed.

The side brace for the main landing gear is attached to a casting, which in turn is bolted to the inboard wing rib in the landing gear wheel well. Examination of the aircraft by an FAA airworthiness inspector revealed that the wing rib web cracked around the casting, which allowed the side brace to move and the landing gear to collapse. The inspector reported that portions of the crack appeared discolored and old.

Review of the aircraft maintenance records revealed no history of landing gear damage or hard landing related maintenance activity. The aircraft was last inspected during an annual inspection 7 months and 60 flight hours prior to the accident.

Cessna Aircraft Company was contacted for information regarding known wing rib web failures. Cessna stated that there are no known total landing gear collapse incidents due to cracks in the wing rib web. The company reported that in response to cracks found on the inboard wing rib web around the side brace fitting, Service Letter ME76-2 was issued on January 5, 1976. The letter details the installation of a steel reinforcement/doubler plate on the wing rib web behind the landing gear side brace fitting.

Inspection of the aircraft revealed that Service Letter ME76-2 was not accomplished.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	61, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	06/08/1994
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1774 hours (Total, all aircraft), 1423 hours (Pilot In Command, all aircraft), 47 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N444RJ
<b>Model/Series:</b>	401A 401A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	401A0017
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	11/01/1994, Annual	<b>Certified Max Gross Wt.:</b>	6300 lbs
<b>Time Since Last Inspection:</b>	60 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3700 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520E
<b>Registered Owner:</b>	EDWARD J. LOVELOCK	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	EDWARD J. LOVELOCK	<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:	VNY, 799 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0750 PDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 900 ft agl	Visibility	3 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	20° C
Precipitation and Obscuration:			
Departure Point:	(VNY)	Type of Flight Plan Filed:	VFR
Destination:	CABO SAN LUCAS, MX (MMSB)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

## Airport Information

Airport:	VAN NUYS (VNY)	Runway Surface Type:	Asphalt
Airport Elevation:	799 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JEFF RICH
Additional Participating Persons:	STEVE GRIMES; VAN NUYS, CA
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:pubinquiry@ntsb.gov">pubinquiry@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> .