



National Transportation Safety Board Aviation Accident Data Summary

Location:	VAN NUYS, CA	Accident Number:	LAX95LA232
Date & Time:	07/01/1995, 0750 PDT	Registration:	N444RJ
Aircraft:	CESSNA 401A	Injuries:	5 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

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 REVEALED THAT THE WING RIB WEB CRACKED AROUND THE CASTING, WHICH ALLOWED THE SIDE BRACE TO MOVE AND THE LANDING GEAR TO COLLAPSE. 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 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.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the wing rib web due to undetected cracking in an area of known crack development around the landing gear side brace fitting. The operator's failure to accomplish a Service Letter addressing the problem is a factor in the accident.

Findings

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

Findings

1. (C) WING,WING RIB - CRACKED
2. (F) MAINTENANCE,SERVICE BULLETIN/LETTER - NOT COMPLIED WITH - COMPANY/OPERATOR MANAGEMENT
3. LANDING GEAR,MAIN GEAR - COLLAPSED

Pilot Information

Certificate:	Private	Age:	61
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1774 hours (Total, all aircraft), 1423 hours (Pilot In Command, all aircraft), 47 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N444RJ
Model/Series:	401A 401A	Engines:	2 Reciprocating
Operator:	EDWARD J. LOVELOCK	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	TSIO-520E
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	VNY, 799 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	20° C	Visibility	3 Miles
Precipitation and Obscuration:			
Departure Point:	(VNY)	Destination:	CABO SAN LUCAS, MX (MMSB)

Airport Information

Airport:	VAN NUYS (VNY)	Runway Surface Type:	Asphalt
Runway Used:	0	Runway Surface Condition:	Dry
Runway Length/Width:			

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): JEFF RICH Adopted Date: 01/29/1996

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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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.

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