



National Transportation Safety Board Aviation Accident Final Report

Location:	NORTH LAS VEGAS, NV	Accident Number:	LAX83LA261
Date & Time:	06/01/1983, 1449 PDT	Registration:	N6293Q
Aircraft:	CESSNA 401A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	6 None

Flight Conducted Under: Part 135: Air Taxi & Commuter - Non-scheduled

Analysis

THE ACFTS MAIN LANDING GEAR COLLAPSED DURING LANDING TOUCHDOWN. AFTER THE RIGHT MAIN GEAR COLLAPSED THE ACFT VEERED TO THE RIGHT AND CAME TO REST ABOUT 600 FT BEYOND THE THRESHOLD AND 90 FT NORTHWEST OF THE RWY EDGE. AN FAA INSPECTOR SAID 'IT APPEARS THAT AN ADJUSTING SCREW (P/N 0841113-1) ON THE RETRACTION LINKAGE FAILED. THIS CAUSED THE RIGHT MAIN GEAR TO RETRACT AND SHEAR A BOLT (P/N NAS 46404-26) ON THE BELLCRANK ASSEMBLY.' ACCORDING TO A CESSNA REPRESENTATIVE THE FAILURE COULD BE THE RESULT OF WEAR OR MISRIGGING. THE COMPANY OWNING AND OPERATING THE ACFT CEASED FLT OPERATIONS ABOUT SIX MONTHS AFTER THE ACCIDENT.

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: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	36, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/16/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4021 hours (Total, all aircraft), 743 hours (Total, this make and model), 3990 hours (Pilot In Command, all aircraft), 182 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6293Q
Model/Series:	401A 401A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	401A0093
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	05/27/1983, 100 Hour	Certified Max Gross Wt.:	6300 lbs
Time Since Last Inspection:	18 Hours	Engines:	2 Reciprocating
Airframe Total Time:	6824 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-E
Registered Owner:	ABBA INDUSTRIES INC.	Rated Power:	300 hp
Operator:	ABBA INDUSTRIES INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	ABBA INDUSTRIES INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	29 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29° C
Precipitation and Obscuration:			
Departure Point:	SANTA ANA, CA (SNA)	Type of Flight Plan Filed:	IFR
Destination:	NORTH LAS VEGAS, NV (VGT)	Type of Clearance:	IFR
Departure Time:	1331 PDT	Type of Airspace:	Class D; Class E

Airport Information

Airport:	NORTH LAS VEGAS (VGT)	Runway Surface Type:	Asphalt
Airport Elevation:	2207 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	
Runway Length/Width:	3270 ft / 65 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WAYNE POLLACK	Report Date:	
Additional Participating Persons:			
Publish Date:			
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.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).