



# National Transportation Safety Board Aviation Accident Data Summary

---

<b>Location:</b>	Kalispell, MT	<b>Accident Number:</b>	SEA07LA002
<b>Date &amp; Time:</b>	10/01/2006, 1800 MDT	<b>Registration:</b>	N1920E
<b>Aircraft:</b>	Cessna 340A	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

---

## Analysis

While extending the landing gear the pilot heard a "loud bang" in the nose of the airplane. With both main landing gear having extended normally and the nose gear failing to extend, the pilot carried out the emergency landing gear checklist, but was unable to get the nose gear to extend. Air traffic control tower personnel subsequently confirmed that the nose landing gear had not extended after the pilot did two flybys. The pilot then landed the airplane on both main landing gear, letting the aircraft settle onto its nose as airspeed bleed off, and it came to rest approximately 2,000 feet down the runway. A post-accident examination revealed that the adjusting bellcrank was fractured at the upper end where the fork bolt is normally inserted. The fracture features were consistent with overstress, and there was no evidence of any preexisting damage. The deformation and fractures appeared consistent with the bellcrank rotating relative to a stationary fork bolt during nose gear extension, such as could occur as a result of some obstruction or binding in the linkage forward of the bellcrank. The nature and cause of the binding in the linkages could not be determined.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The fracture of the adjusting bellcrank in overstress due to binding in a linkage forward of the bell crank.

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (C) LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - BINDING(MECHANICAL)
2. (C) LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FRACTURED

-----

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

### Findings

3. TERRAIN CONDITION - RUNWAY

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	60
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	3600 hours (Total, all aircraft), 1200 hours (Total, this make and model), 3500 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft)		

## Flight Instructor Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	69
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Cessna	<b>Registration:</b>	N1920E
<b>Model/Series:</b>	340A	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	James D. Roth	<b>Engine Manufacturer:</b>	Continental
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	TSIO-520
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	GPI, 2977 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	3 knots, Variable
<b>Temperature:</b>	19°C / -1°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Kalispell, MT (GPI)	<b>Destination:</b>	Kalispell, MT (GPI)

## Airport Information

<b>Airport:</b>	Glacier Park Intl Airport (GPI)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	02	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	9007 ft / 150 ft		

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

## Administrative Information

Investigator In Charge (IIC):	Thomas M Little	Adopted Date:	04/25/2007
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:pubinq@ntsb.gov">pubinq@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> .		

---

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.