

Fuel Consumed: 0.00

Horsepower/Thrust: 300

Service Difficulty Report (SDR) Information
No Service Difficulty Reports Found

NTSB Accident Information

#NTSB1

Accident Occurred on: 2005-06-17 00:00:00

Narrative (ACCP): On June 17, 2005, at 1228 mountain daylight time, a Cessna 340A, N155RP, piloted by an airline transport pilot, was substantially damaged when the right main landing gear collapsed while taxiing from landing at Santa Fe Municipal Airport (SAF), Santa Fe, New Mexico. Visual meteorological conditions prevailed at the time of the accident. The local personal flight was being conducted under the provisions of 14 CFR Part 91 without a flight plan. The pilot was not injured. The flight originated at Santa Fe, New Mexico, approximately 1155. The pilot said this was the first flight for the airplane after an annual inspection, and he was "breaking in a new cylinder." The flight, which included an in-flight gear extension and retraction, was uneventful. After landing and while taxiing back to the hangar, the right main landing gear collapsed and the right wing struck the ground. Postaccident inspection disclosed multiple broken ribs in the right wing. A bolt attached to the lower portion of the bell crank was sheared and the main landing gear trunion was broken. An FAA inspector said that during the annual inspection, maintenance personnel had improperly rigged the main landing gear. According to maintenance records, both main landing gear push-pull tubes were removed when the gear were rigged. The Cessna 340A service manual requires the drive tubes --- not the push-pull tubes --- be disconnected. The left push-pull appeared to be installed upside down. When the center attach point bolt sheared, the load was transmitted to the clevis on the landing gear trunion and it failed. A Cessna Aircraft Company spokesman agreed, saying the failure mode of the bolt suggested improper rigging of the overcenter mechanism. When the push-pull tubes were reinstalled, they were not properly aligned. Aircraft load was transmitted to the center pivot on the main landing gear bellcrank, causing it to fail. The failed bolt was examined by NTSB's Materials Laboratory. Their report confirmed "ductile overstress fracture in direct shear" caused by instantaneous overload of the bolt. Numerous attempts to obtain a completed NTSB Form 6120.12 from the pilot were unsuccessful.

Narrative (ACCF): While taxiing from landing following a post-annual inspection flight, the right main landing gear collapsed. Maintenance records indicated both main landing gear push-pull tubes had been removed when the gear was rigged. The service manual requires the drive tubes --- not the push-pull tubes --- be disconnected. The left push-pull appeared to have been installed upside down and had not been properly aligned. Aircraft load was

BEEGLES AIRCRAFT SERVICE
Weld County Airport (970) 353-9200
635 Airport Road
Greeley, Colorado 80631
Approved Repair Station BX4R092M

February 7, 2006

Invoice #: 00030512

FORMULA PARTNERS, LLC.
858 W. WRIGHT WOOD
CHICAGO IL 60614

Registration No: N155RP
Make & Model : CESSNA 340A
W.O. Number : 10291

1. REMOVED DAMAGED RH PROPELLER AND PERFORMED CRANKSHAFT FLANGE DIAL INDICATOR AND DYE INSPECTION. INSTALLED REPLACEMENT PROPELLER. MECHANICALLY DOWN LOCKED LANDING GEAR. COMPLETED TEMPORARY REPAIRS TO WING AND FERRIED AIRCRAFT TO GREELEY, COLORADO.
2. REMOVED RH ENGINE AND PROPELLER. REINSTALLED ENGINE AFTER TEAR-DOWN INSPECTION. REPLACED TAIL PIPE. INSTALLED OVERHAULED HARTZELL PROPELLER.
3. REMOVED RH TIP TANK, AILERON, FUEL BLADDER, AND DE-ICE BOOT.
4. REPAIRED RH WING, REPLACED SPAR WEB, TIP RIB, UPPER & LOWER OUTBOARD SKINS, LEADING EDGE SKIN, AND DE-ICE BOOT. REPAIRED TIP TANK FAIRING.
5. REPAIRED RH AILERON, REPLACED LEADING EDGE AND TRAILING EDGE SKINS.

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6. REPAIRED RH LANDING GEAR, REPLACED TRUNNION, LOWER SCISSOR, AND BELLCRANK. RESEALED LANDING GEAR ASSEMBLY AND SERVICED.
7. REPLACED DAMAGED RH INBOARD GEAR DOOR AND CHECKED LANDING GEAR SYSTEM RIGGING.
8. REINSTALLED RH TIP TANK AND AILERON. PERFORMED OPERATIONAL CHECK.
9. COMPLETED FAA REQUIRED PAPER WORK, TEST FLEW, AND DELIVERED AIRCRAFT TO PAINT SHOP IN KINGMAN, ARIZONA.

Labor:

\$25,155.00

1 102-00007	CHT PROBE		
1 S133-4P1.000	SPACER		175.20
1 PHC-C3YF-2UF	PROPELLER		54.50
1 0826002-201	GEAR DOOR (O/H)		6900.00
2 0841011-3	PIN		2713.45
25 NAS561P4-28	PIN	157.00	314.00
1 5041013-3	BUSHING	0.47	11.75
			45.70

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25	NAS43HT4-8	SPACER	0.79	19.75
1	9910299-36	TAIL PIPE O/H		525.00
1	5045025-1	TUBE		150.00
1	5141001-226	TRUNNION O/H		6240.00
1	0840125-15	TUBE		900.00
1	5041001-12-1	BELLCRANK		1206.60
1	5141001-34	BRACE		900.00
1	5141005-10	LINK		954.00
1	5123104-2	FENCE		85.00
1	5220510-2	SEAL		8.58
1	0821004-1	STIFFENER		20.70
1	0821004-3	BRACKET		13.41
1	5027000-36	BRACKET		156.00
1	5027000-38	BRACKET		168.00
1	2274-50	CLAMP		150.00
1	VG1	VORTEX GENERATOR KIT		330.00
1	SMR5070-04	DE-ICE BOOT		3265.00
1	0841113-2	SCREW		231.00
1	0841111-3	FITTING		380.00
1	5041011-1	BOLT		142.00
1	AN25-38A	BOLT		42.84
1	NAS464P7-29	BOLT		36.75
1	NAS464P7-28	BOLT		20.40
1	NAS464P5LA10	BOLT		24.34
1	0823400-64	BULKHEAD		267.00
1	5141052-1	BOLT		514.00
1	4553	LAMP		60.82

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1 5154056-2	GASKET	23.70
1 0823400-175	GASKET	63.00
1 PRB-2855	CHT ADAPTOR PROBE	252.00
1 FERRY EXPENSE		600.00
1 TRANSPORTATION EXP		600.00
1 FUEL		810.00
1 SHOP SUPPLIES		1568.00
1 SKIN MATERIAL		250.00

Parts: \$31,192.49

Freight: \$2,128.50

OUTSIDE LABOR:

POWER AVIATION, INC.	LIQUID PENETRANT INSPECTED LG	330.00
RAM AIRCRAFT CORPORA	ENGINE INSPECTION	10,725.00
EAGLE FUEL CELLS	OVERHAULED FUEL CELL	1,154.00
	442CW O/H VACUUM PUMP	600.00
	GOVERNOR INSPECTION	750.00
STRAUBE AIRCRAFT	PAINTING	5,400.00

Outside Labor: \$18,959.00

GRAND TOTAL: \$77,434.99