



U.S. Department
of Transportation
Federal Aviation
Administration

Aviation Safety
Tampa Flight Standards District Office

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12/06/2024

Lucas Winn
Aviation Accident Investigator
Eastern Region, Aviation Safety
National Transportation Safety Board

Dear Mr. Winn,

On November 28, 2024, I traveled to Plant City Airport to inspect a Bakeng Duce, N72WJ, after a reported gear collapse.

Initial inspection showed damage to the RH main landing gear, RH wing tip, LH fuselage, and propeller. When aircraft landed, the RH main landing gear leg separated from the fuselage. Upon disconnection of RH main landing gear, the RH wing and propeller struck the runway. When the aircraft ground looped, the separated landing gear leg punctured the LH fuselage and fractured the pilot step.

The main landing gear leg is attached to the airframe with a single bolt and has a secondary securing point by means of a metal strap about 6" lower/outboard from the primary attach hardware. The main securing bolt was stretched and sheared from stress. I believe this occurred due to the secondary securing strap not being in its intended configuration. The forward bolt securing the strap to the airframe had no nut installed. Furthermore, the bolt threads were intact and there was still residue in the threads from the self-locking nylon from the nut. I believe the nut had backed off or was stripped off prior (time frame unknown) due to over torquing, under torquing, or improper hardware installed. This prevented the strap from applying its intended force to the leg and transferred all the landing forces directly to the leg securing hardware.

Inspection on the LH main landing gear shows the strap properly installed, however, there is a bow in the strap and paint flaking near the forward attach hardware. This indicates potential stress in the same area. The nuts were secure and showed no sign of damage or incorrect installation.

Sincerely,

Daniel Crawford
Aviation Safety Inspector



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