



MEMORANDUM FOR RECORD

Stephen Stein
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR16LA058
Aircraft Registration & Make/Model: N346MC; Cessna 340A
Accident Location: Bakersfield, California
Accident Date: January 27, 2016

Note: The following interviews were documented by the Investigator –In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Mark Wiebe
Airframe and Powerplant Mechanic

Interview date: March 16, 2016

Mr. Wiebe, a mechanic with Lloyd's Aircraft Maintenance, Inc., was asked about an overcenter adjustment recorded in the aircraft logbook on April 2012. According to the mechanic, the pilot complained about an incorrect right main landing gear light. Mr. Wiebe determined that the overcenter tension was above the prescribed tolerance. He adjusted the safety wire adjustment under the microswitch and the nut of the aft tube. He reported that he adjusted the overcenter tension because the downlock tension was high. According to the mechanic, there are two areas in the manual for landing gear rigging; chapter 32 for full rigging and another for a "rigging check." The "rigging check" procedure requires the mechanic to inspect the rigging as opposed to disconnecting and reconnecting the mechanical assembly required by the full rigging procedure. The mechanic reported that he normally uses the rigging check during annual inspections.

Interview #2 Summary

Mark Wiebe

Airframe and Powerplant Mechanic

Interview date: April 14, 2016

According to Mr. Wiebe, their maintenance facility had not re-rigged the landing gear since they started servicing the airplane in 2007. Mr. Wiebe added that the re-rigging procedure was also not accomplished after the main landing gear downlock tension was adjusted during annual inspections in 2011, 2012, and 2013.



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Interview #1 Summary

Michael Cutbirth
Pilot of Accident Airplane

Interview date: March 15, 2016

According to the pilot, he usually operates the airplane for business use. About 80% of the business trips are within 200 miles or less of his home airport in Santa Barbara, California and some long trips can range up to 600 miles. The pilot is the sole passenger of the airplane during business flights, which includes routine trips to various cities in California, Nevada, and Utah. The airplane was stored in a large hangar for several years until 2013 when he started to store the airplane outside. On the day of the accident the pilot was traveling to Bakersfield, California for work. The pilot stated that the landing gear collapsed after he initiated a right turn to exit the taxiway. During a flight a few weeks prior to the accident, the pilot received a similar right main landing gear indication, which disappeared after he cycled the landing gear. The pilot encountered a right main landing gear indication identical to the accident flight about 2 years prior to the accident. A mechanic examined the right main landing gear and reported the issue as an "overcenter problem."



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Interview #1 Summary

Textron Aviation
Airplane Manufacturer

Interview date: April 7, 2016

According to the manufacturer, when overcenter tension is below the lower limit prescribed by the service manual, the aft bell crank and side brace lock link can revert to the retracted position. When the landing gear is extended, a torque tube moves an aft tube into the extended position, which supplies overcenter tension to the aft bell crank and side brace lock link. If the landing gear folds while the gear is in the extended position, the rod end of the aft tube will fail as a result of the tension. The representative stated that this is a common result of low overcenter tension and/or improper landing gear rigging.