



MEMORANDUM FOR RECORD

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

NTSB Accident Number: WPR22LA149
Aircraft Registration & Make/Model: N3UR; Cessna 310R
Accident Location: McGrath, Alaska
Accident Date: March 10, 2022

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

Interview #1 Summary

Bruce Moroney
Accident pilot and mechanic

Interview Date & Time; September 9, 2022, 1341 PT

Mr. Moroney stated that after he replaced the landing gear strut, he checked the down lock tension and observed that it was too tight as the gear did not retract to its limit and was binding. He made another adjustment to the down lock tension, but then observed that the tension was too loose. He made one final adjustment to bring the tension within the required limits of the manual. He stated that he made all the down lock tension adjustments in accordance with the maintenance manual as he had limited experience working on the Cessna 310. He recounted that he made the tension adjustment at the push-pull tube.



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Interview #1 Summary

Andrew Hall
Textron Aviation

Interview Date & Time; September 9, 2022, 1322 PT

According to the airplane manufacturer, a failure of the bell crank assembly at the trunnion as a result of overstress is commonly an indication that the down lock side brace was not in the down and locked position at the time.