

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: July 7, 1972

Adopted by the NATIONAL TRANSPORTATION SAFETY BOARD
at its office in Washington, D. C.
on the 3rd day of May 1972

FORWARDED TO:)
Honorable John H. Shaffer)
Administrator)
Federal Aviation Administration)
Washington, D. C. 20591)

SAFETY RECOMMENDATION A-72-85

The National Transportation Safety Board's investigation of an incident involving a Beech Volpar conversion aircraft, N343V, at Philadelphia, Pennsylvania, on March 16, 1971, indicates that corrective action is necessary to reduce the recurrence of similar incidents.

The aircraft was being operated by Ransome Airlines in the landing phase when the crew found they were unable to lower the landing gear. Subsequent investigation revealed that the nose gear fork assembly had jammed on a protruding bolt of the nose walking beam, Part No. 261. This prevented the extension of the landing gear, either by the normal electrical system or by the emergency handcrank system. The aircraft landed with the landing gear in the retracted position. There was no fire and there were no injuries to the passengers.

Volpar, Inc., has issued Service Bulletin No. 21, dated April 5, 1971, to modify this bolt installation. This bulletin affects approximately 500 Beech Volpar aircraft now in service.

Since this type malfunction constitutes an unsafe condition, and since this condition is likely to exist in other Beech Volpar aircraft, the Safety Board recommends that the Federal Aviation Administration:

Issue an Airworthiness Directive to require that Beech Volpar airplanes be modified in accordance with Volpar Service Bulletin No. 21.

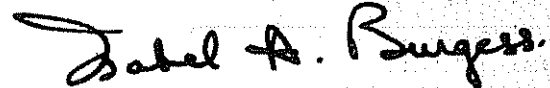
Honorable John H. Shaffer

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The Board staff is available for any further assistance they may be able to provide.

This recommendation will be released to the public on the issue date shown above. No public dissemination of the contents of this document should be made prior to that date.

Reed, Chairman; Laurel, McAdams, Thayer, and Burgess, Members, concurred in the above recommendation.



By: Isabel A. Burgess
Acting Chairman