



Aviation Investigation Final Report

Location:	Leesburg, Virginia	Accident Number:	ERA23LA180
Date & Time:	April 5, 2023, 14:00 Local	Registration:	N880JS
Aircraft:	Cessna 421C	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Executive/Corporate		

Analysis

The pilot was landing the airplane and reported that as the main landing gear touched down on the runway the airplane immediately veered to the left. The pilot applied right rudder control input but was unable to control the airplane's direction. The left main landing gear then collapsed as the airplane departed the runway surface and the airplane came to a stop off the left side of the runway. The airplane's left wing was substantially damaged during the accident.

A Federal Aviation Administration inspector examined the airplane after the accident. He observed that the left main landing gear trunnion was cracked and that the strut had separated from the trunnion. The inspector also found that the hardware connecting the scissor link was missing and that the scissor link did not display damage consistent with a shearing action or other abnormal stress. Given this information it is likely that the hardware securing the scissor was not present at the time of the landing, which allowed the left main landing gear wheel to freely castor about the strut, resulting in the loss of directional control at touchdown.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Separation of the left man landing gear scissor hardware, which resulted in a loss of directional control and subsequent runway excursion during landing.

Findings

Aircraft	Fasteners - Not installed/available
Aircraft	Directional control - Attain/maintain not possible

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
Unknown	Part(s) separation from AC
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	April 20, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 15, 2022
Flight Time:	913 hours (Total, all aircraft), 158 hours (Total, this make and model)		

Passenger Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N880JS
Model/Series:	421C	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	421C-0489
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	October 1, 2022 Annual	Certified Max Gross Wt.:	7450 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	4873.6 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	GTSIO-520-L2B
Registered Owner:	BRAVO AVIATION LLC	Rated Power:	375 Horsepower
Operator:	BRAVO AVIATION LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	JYO,390 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 23 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	0°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Smyrna, TN (MQY)	Type of Flight Plan Filed:	IFR
Destination:	Leesburg, VA (JYO)	Type of Clearance:	IFR
Departure Time:	10:50 Local	Type of Airspace:	Class C

Airport Information

Airport:	LEESBURG EXEC JYO	Runway Surface Type:	Asphalt
Airport Elevation:	389 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	Visual
Runway Length/Width:	5500 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.077972,-77.5575(est)

Administrative Information

Investigator In Charge (IIC):	Gunther, Todd
Additional Participating Persons:	Cody Watson; FAA/FSDO; Dulles, VA
Original Publish Date:	February 20, 2024
Last Revision Date:	February 22, 2024
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=107014

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).