

## Aircraft Report for 3272F

Insert Tail Number  
(do not include the "N" prefix):



- Aircraft Registration
- SDR Information
- NTSB Information
- FAA Information
- FAA's Document Index files

## Database Update Cycle

Aircraft Registration: Last 10/05/09 (weekly cycle)

NTSB Data: Last 04/29/09 (weekly cycle)

SDR: Last 10/05/09 (weekly cycle)

FAA Accident: 10/05/09 (weekly cycle)

## Aircraft Information

Owner Type: Co-Owned

City: TAOS

Zip: 87571-5902

Fractional Owner:

Aircraft Type: Fixed wing single engine

Airworthiness Class: Standard

Serial Number: 670365

Last Action: 2008-09-25

Status: 3272F

Aircraft Mfg: MOONEY

Category: Land

Engines: 1

Weight: CLASS 1

Engine Mfg.: LYCOMING

Fuel Consumed: 0.00

Owner Name: WARMAN JERRY

State: NM

Country: US

Model Year: 1967

Transponder Code: 50705365

Aircraft Model: 5870214

Cert Issue: 2004-02-24

Aircraft Model: M20F

Amateur: No

Seats: 4

Cruising Speed: 127

Engine Model: I0360 SER

Horsepower/Thrust: 180

## Service Difficulty Report (SDR) Information

#SDR1

Report Date: 2000-02-19

Aircraft Name: MOONEY

Aircraft Manufacturer Num: 670365

Aircraft Type Certificate: 670365

Propeller Mfg. Name:

Carrier Code:

Failed Part Information

Occurrence Date: 1999-12-06

Aircraft Group Code: M20

Engine Mfg.:

Engine Model:

Propeller Model:

Operation Type: G

**Name:** NUT  
**Condition:** LOOSE  
**Manufacturer Name:** DUKES  
**Manufacturer Num:** 981  
**Manufacturer Part Num:** AN364720C  
**Aircraft Location:** MFG ACTUATOR  
**Model:** 4196001C  
**Total Time:** 0  
**Since Overhaul:** 0  
**Jasc Desc:** Landing Gear Retract/Extension System  
**Segment Desc:** AIRFRAME  
**Severity Desc:**  
**Stage Desc:** LANDING  
**Submitter Desc:** MECH  
**Procedures:** OTHER  
**Conditions:** OTHER

**Remarks:** LANDING GEAR COLLAPSED ON LANDING. AFTER AIRCRAFT WAS TOWED TO HANGAR AND PLACED ON JACKS, FOUND THE GEAR ACTUATOR JACK SCREW HAD BECOME SEPARATED FROM THE MOTOR/GEAR PORTION OF THE GEAR ACTUATOR. AFTER REMOVAL OF THE ACTUATOR FROM AIRCRAFT AND DISASSEMBLY, DISCOVERED THE DRIVE GEAR/JACKSCREW RETAINING NUT, P/N AN364-720C, HAD BACKED OFF THE THREADED SHAFT OF THE JACKSCREW ALLOWING THE JACKSCREW TO SEPARATE FROM THE DRIVE MECHANISM.

#### NTSB Accident Information

No NTSB Accident Reports Found

#### FAA Accident/Incident Information

#FAA1

**Accident/Incident Occurred on:** 1999-10-08

**Narrative:** (-23) ON APPROACH TO SWANSBORO 61Q, JOHN MOALLI AND ONE PASSENGER ATTEMPTED LANDING. COULD NOT LOCK THE LANDING GEAR DOWN ON THE MOONEY M-20F, SER # 670365. RECYCLED, RAN EMERGENCY PROCEDURES, NO CHANGE. PILOT DECIDED TO RETURN TO SCK (INITIAL STARTING POINT) BECAUSE OF THE EMERGENCY AND MAINTENANCE FACILITIES AVAILABLE AT SCK. RAN EMERGENCY PROCEDURES, COORDINATED WITH TOWER AND LANDED AIRCRAFT ON RUNWAY 29R AT 2030 ON 10-08-1999. GEAR COLLAPSED ON LANDING, AIRCRAFT SUSTAINED DAMAGE TO UNDERSIDE, PROP AND ENGINE (BECAUSE OF PROP STRIKE). NO WING SPAR OR FIREWALL DAMAGE. NO INJURIES TO TWO OCCUPANTS. CAUSE OF INCIDENT IS THE SEPARATION OF WORM GEAR FROM ITS DRIVE SHAFT IN THE DUKES ELECTRIC LANDING GEAR ACTUATOR. A M OR D REPORT WAS GENERATED FROM TOP GUN AVIATION AT STOCKTON METRO WITH AN ADDITIONAL REPORT ADDED BY MYSELF. THIS WAS SENT TO AFS-620.

#### FAA's Document Index files

Nothing listed in the FAA Document Index

MyAirplane.com - End of report for: 3272F