



Aviation Investigation Final Report

Location:	YPSILANTI, Michigan	Accident Number:	CHI86LA222
Date & Time:	September 14, 1986, 13:00 Local	Registration:	N8996Z
Aircraft:	CESSNA 310G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE LEFT MAIN GEAR COLLAPSED AND THE ACFT VEERED OFF THE LEFT SIDE OF THE RUNWAY DURING THE LANDING ROLL AT AN GROUNDSPED OF APRX 30 KTS. INSPECTION OF THE LANDING GEAR DISCLOSED A BENT PUSH PULL TUBE.

Probable Cause and Findings

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

Findings

Occurrence #1: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR - FAILURE,PARTIAL
2. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	38, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 29, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	545 hours (Total, all aircraft), 31 hours (Total, this make and model), 494 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8996Z
Model/Series:	310G 310G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310G0096
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	July 26, 1986 100 hour	Certified Max Gross Wt.:	4990 lbs
Time Since Last Inspection:	30 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	5341 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470-D
Registered Owner:	470 CORPORATION	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DET ,639 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	12:45 Local	Direction from Accident Site:	95°
Lowest Cloud Condition:	Unknown	Visibility	25 miles
Lowest Ceiling:	Broken / 6500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TROY , MI (7D2)	Type of Flight Plan Filed:	None
Destination:	YPSILANTI , MI (YIP)	Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	WILLOW RUN YIP	Runway Surface Type:	Concrete
Airport Elevation:	716 ft msl	Runway Surface Condition:	Dry
Runway Used:	9L	IFR Approach:	None
Runway Length/Width:	7294 ft / 160 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	42.239524,-83.619209(est)

Administrative Information

Investigator In Charge (IIC): Mcavoy, Edward

Additional Participating Persons: K COLGATE; BELLEVILLE , MI
G CHANEY; DES PLAINES , IL

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=13522>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).