



Aviation Investigation Final Report

Location:	PLATTSMOUTH, Nebraska	Accident Number:	CHI91LA262
Date & Time:	August 10, 1991, 15:30 Local	Registration:	N4827B
Aircraft:	CESSNA 310	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SAID HE WAS UNABLE TO GET A GREEN, GEAR SAFE, INDICATION WHILE PREPARING TO LAND. A FLY BY WAS CONDUCTED WHICH DETERMINED THAT THE MAIN GEAR WAS UNSAFE. A LANDING WAS ATTEMPTED AND DURING THE ROLL, THE RIGHT MAIN GEAR COLLAPSED. THE ACFT VEERED OFF THE RUNWAY AND CAREENED DOWN AN EMBANKMENT. POST ACCIDENT INVESTIGATION REVEALED A POOR PAST MAINTENANCE HISTORY AND A CONSIDERABLE BUILD-UP OF RUST AND CORROSION ON THE LANDING GEAR RETRACTION SYSTEM.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER MAINTENANCE BY THE OWNER/PILOT. A FACTOR RELATED TO THE ACCIDENT WAS THE BUILT-UP OF CORROSION ON HE LANDING GEAR RETRACTION SYSTEM.

Findings

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

Findings

1. (F) LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - CORRODED
2. (C) MAINTENANCE - IMPROPER - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Unknown	Last FAA Medical Exam:	November 1, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	7000 hours (Total, all aircraft), 6000 hours (Total, this make and model), 130 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4827B
Model/Series:	310 310	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	35127
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	January 2, 2000 Annual	Certified Max Gross Wt.:	4900 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-B
Registered Owner:		Rated Power:	240 Horsepower
Operator:	SCURLOCK, JERRY	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:	OFF ,1048 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	14:55 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	1 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	PLATTSMOUTH PMV	Runway Surface Type:	Concrete
Airport Elevation:	1202 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	3000 ft / 50 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:	40.99958,-95.889892(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: BOB BOTTOM;

Original Publish Date: March 31, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=15156>

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](#).