



Aviation Investigation Final Report

Location:	AMARILLO, Texas	Accident Number:	FTW84LA360
Date & Time:	August 18, 1984, 17:36 Local	Registration:	N6283Q
Aircraft:	CESSNA 310Q	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING GEAR RETRACTION ON POST-MAINTENANCE CHECK FLIGHT INITIAL CLIMB, GEAR UNLOCKED LIGHT REMAINED ON AND GEAR EXTEND/RETRACT MOTOR CIRCUIT BREAKER POPPED. PLT RESET CB AND HEARD A 'LOUD POP' FROM THE NOSE SECTION OF THE ACFT. PLT THEN EXTENDED GEAR BUT NOSE GEAR EXTENDED ONLY PARTIALLY. PLT CIRCLED FIELD FOR ABOUT 3 HOURS ,ATTEMPTING UNSUCCESSFULLY TO LOWER NOSE GEAR BY EMERGENCY MEANS. PLT THEN LANDED, SHUTTING DOWN ENGINES AND FEATHERING PROPS BEFORE LOWERING NOSE ON PARTIALLY EXTENDED NOSE GEAR. INVESTIGATION REVEALED THE NOSE GEAR LINKAGE HAD BEEN DISCONNECTED DURING MAINTENANCE AND WAS NOT RECONNECTED.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) LANDING GEAR,MAIN GEAR SHOCK ABSORBING STRUT - DISCONNECTED
2. (C) MAINTENANCE,SERVICE OF AIRCRAFT/EQUIPMENT - IMPROPER - OTHER MAINTENANCE PERSONNEL

Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 20, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1293 hours (Total, all aircraft), 201 hours (Total, this make and model), 1224 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6283Q
Model/Series:	310Q 310Q	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310Q0492
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 12, 1984 Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	3541 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470-VO
Registered Owner:	MICRO CHEMICAL INC	Rated Power:	260 Horsepower
Operator:	MICRO CHEMICAL INC	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:	AMA ,3605 ft msl	Distance from Accident Site:	
Observation Time:	17:39 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	13:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	AMERILLO INTERNATIONAL AMA	Runway Surface Type:	Concrete
Airport Elevation:	3605 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	13500 ft / 300 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.689941,-101.819427(est)

Administrative Information

Investigator In Charge (IIC): Mcfall, T

Additional Participating Persons: ANTHONY PIRRELLO; LUBBOCK , TX

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=21436>

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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](#).