



Aviation Investigation Final Report

Location:	AUSTIN, Texas	Accident Number:	FTW85LA122
Date & Time:	February 17, 1985, 16:56 Local	Registration:	N2916R
Aircraft:	CESSNA 310G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

DURING TAKEOFF, THE PLT HEARD A LOUD NOISE AS THE GEAR WAS RETRACTED. HE CONTINUED TO THE DESTINATION, BUT WHEN HE ARRIVED, HE WAS UNABLE TO GET A SAFE NOSE GEAR INDICATION. DURING THE LANDING, THE PLT DELAYED LOWERING THE NOSE & KEPT THE WEIGHT ON THE MAIN GEAR AS LONG AS POSSIBLE, BUT THE NOSE SUBSEQUENTLY COLLAPSED. AN EXAM REVEALED THAT THE NOSE GEAR DOOR ACTUATING RODS HAD BEEN DISCONNECTED DURING MAINTENANCE ON THE PREVIOUS DAY & HAD NOT BEEN RECONNECTED.

Probable Cause and Findings

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

Findings

Occurrence #1: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - DISCONNECTED
2. (C) MAINTENANCE - IMPROPER - OTHER MAINTENANCE PERSONNEL
3. (C) MAINTENANCE, INSPECTION - INADEQUATE

Factual Information

Pilot Information

Certificate:	Private	Age:	43, 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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 25, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1309 hours (Total, all aircraft), 380 hours (Total, this make and model), 1309 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2916R
Model/Series:	310G 310G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310G0116
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	June 14, 1984 Annual	Certified Max Gross Wt.:	4990 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	3362 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470-D
Registered Owner:	PAUL DAVIS	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:	AUS ,632 ft msl	Distance from Accident Site:	
Observation Time:	16:51 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3200 ft AGL	Visibility	20 miles
Lowest Ceiling:	Broken / 4500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ROCKWALL , TX (F46)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	15:25 Local	Type of Airspace:	

Airport Information

Airport:	ROBERT MUELLER AUS	Runway Surface Type:	Asphalt
Airport Elevation:	632 ft msl	Runway Surface Condition:	Dry
Runway Used:	17R	IFR Approach:	
Runway Length/Width:	5006 ft / 150 ft	VFR Approach/Landing:	Full stop;Straight-in

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:	30.259998,-97.740806(est)

Administrative Information

Investigator In Charge (IIC): Johnson, J.

Additional Participating Persons: N R DASILVA; SAN ANTONIO , TX

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=21676>

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](#).