



Aviation Investigation Final Report

Location:	OPA LOCKA, Florida	Accident Number:	MIA86LA063
Date & Time:	January 23, 1986, 17:54 Local	Registration:	N12DS
Aircraft:	CESSNA 310J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT/OWNER REPORTED THAT HE HAD THE LEFT MAIN LANDING GEAR REPAIRED TWICE PREVIOUSLY DUE TO LEFT GEAR COLLAPSES UPON LANDING. HE ALSO STATED THAT HE HAD JUST PICKED UP THE AIRCRAFT FROM THE MECHANIC PERFORMING THE LAST REPAIR. WHEN UPON THE FIRST LANDING THE LEFT GEAR AGAIN COLLAPSED. THE LEFT GEAR ATTACH BRACKET WAS FOUND TO HAVE BEEN RECENTLY REPLACED AND WAS OUT OF ALIGNMENT. THIS CAUSED THE LEFT GEAR TO NOT EXTEND FULLY AND LOCK. THE MECHANIC WHO PERFORMED THE MAINTENANCE FAILED TO PROPERLY REPAIR THE GEAR AND ALSO FAILED TO COMPLETE THE REQUIRED RECORD ENTRIES.

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,MAIN GEAR ATTACHMENT - DISTORTED
2. (C) MAINTENANCE,ADJUSTMENT - NOT PERFORMED - OTHER MAINTENANCE PERSONNEL
3. (C) MAINTENANCE,MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PERSONNEL
4. (F) MAINTENANCE,RECORDKEEPING - NOT PERFORMED - OTHER MAINTENANCE PERSONNEL

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

Factual Information

Pilot Information

Certificate:	Private	Age:	58, 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--w/ waivers/lim	Last FAA Medical Exam:	October 31, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2506 hours (Total, all aircraft), 60 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N12DS
Model/Series:	310J 310J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0121
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 6, 1985 Annual	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	71 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3790 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	I0-470-U
Registered Owner:	CERTIFIED AIRFRAME REPAIRS INC	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:	Dusk
Observation Facility, Elevation:	OPF ,10 ft msl	Distance from Accident Site:	
Observation Time:	17:52 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MIAMI , FL (HWD)	Type of Flight Plan Filed:	None
Destination:	OPA LOCKA , FL (OPF)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	OPA LOCKA OPF	Runway Surface Type:	Asphalt
Airport Elevation:	10 ft msl	Runway Surface Condition:	Dry
Runway Used:	9L	IFR Approach:	None
Runway Length/Width:	8002 ft / 150 ft	VFR Approach/Landing:	Full stop;Straight-in

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:	25.909528,-80.269615(est)

Administrative Information

Investigator In Charge (IIC): Alston, Andrew

Additional Participating Persons: WILLIAM PUIG; MIAMI, FL

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31569>

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](#).