



Aviation Investigation Final Report

Location:	MEDFORD, Oregon	Accident Number:	SEA87LA037
Date & Time:	December 17, 1986, 11:00 Local	Registration:	N7581Q
Aircraft:	CESSNA T310Q	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

DURING TURN OFF FROM THE RUNWAY TO THE TAXIWAY THE LEFT MAIN GEAR COLLAPSED. THE RUNWAY AND TAXIWAY WERE ICY AND WET. EXAMINATION OF THE LANDING GEAR INDICATED AN OVERLOAD FAILURE.

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: TAXI - FROM LANDING

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
2. (C) AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
3. LANDING GEAR, MAIN GEAR - OVERLOAD
4. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	50, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	August 18, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	10960 hours (Total, all aircraft), 1870 hours (Total, this make and model), 10850 hours (Pilot In Command, all aircraft), 144 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7581Q
Model/Series:	T310Q T310Q	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31000081
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	December 3, 1986 100 hour	Certified Max Gross Wt.:	5500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3399 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520
Registered Owner:	MECHANO ELECTRO WORKS	Rated Power:	280 Horsepower
Operator:	MECHANO ELECTRO WORKS, INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	MFR ,1330 ft msl	Distance from Accident Site:	
Observation Time:	10:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	3 miles
Lowest Ceiling:	200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	0°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	SAN JOSE , CA (SJU)	Type of Flight Plan Filed:	IFR
Destination:	MEDFORD , OR (MFR)	Type of Clearance:	IFR
Departure Time:	09:10 Local	Type of Airspace:	Class D

Airport Information

Airport:	MEDFORD JACKSON COUNTY	Runway Surface Type:	Macadam
Airport Elevation:	1330 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	6700 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	45.940742,-122.920112(est)

Administrative Information

Investigator In Charge (IIC):	Carrera, Candace
Additional Participating Persons:	JOE BOGART; HILLSBORO , OR
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=40574

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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](#).