



Aviation Investigation Final Report

Location:	FT MYERS, Florida	Accident Number:	ATL99LA032
Date & Time:	December 9, 1998, 18:21 Local	Registration:	N218S
Aircraft:	Cessna 310C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During his preflight inspection of the airplane the pilot did not notice that the nose gear strut had collapsed and was not fully extended. After takeoff the landing gear retraction was normal. When the pilot arrived at the destination airport, the pilot lowered the landing gear handle, completed the before landing check, but did not confirm cockpit indications of the landing gear position. The airplane touched down with the nose gear in the retracted position. Examination of the landing gear system revealed that the nose gear strut failed to extend in the wheel well and interfered with the right hand nose gear door.

Probable Cause and Findings

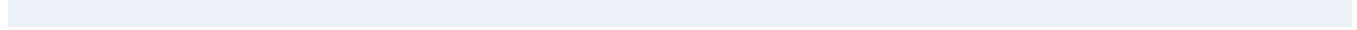
The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadequate preflight inspection of the airplane by the pilot and subsequent malfunction of the nose gear strut, and the pilot's failure to follow the landing checklist.

Findings

Occurrence #1: COMPLETE GEAR COLLAPSED
Phase of Operation: LANDING

Findings

1. (C) LANDING GEAR, NOSE GEAR STRUT - COLLAPSED
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND



Factual Information

On December 9, 1998, at 1821 Eastern Standard Time, a Cessna 310C, N218S, registered to a private individual, landed with the landing gear retracted at Page Field, in Fort Myers, Florida. The personal flight operated under the provisions of Title 14 CFR Part 91 with no flight plan filed. A review of weather data from the nearest reporting facility revealed that visual weather conditions prevailed at the time of the accident. An examination of the airplane at the accident site, by an Airworthiness Federal Aviation Administration Inspector, disclosed that the airframe sustained substantial structural damage to the underside of the airframe. The private pilot and his passenger were not injured. The flight departed Daytona Beach, Florida, at 1700.

According to the pilot, during his preflight inspection of the airplane he did not notice that the nose gear strut had collapsed and was not fully extended. After takeoff the landing gear retraction was normal. When the pilot arrived at the destination airport, the pilot lowered the landing gear handle, during the before landing check, but did not confirm cockpit indications of the landing gear position. The pilot reported that the gear warning horn sounded seconds prior to touchdown. The airplane touched down with the nose gear in the retracted position.

Examination of the landing gear system revealed that the nose gear strut failed to extend in the wheel well and interfered with the right hand nose gear door. Maintenance and service information on the nose wheel strut was not available. The airplane was last inspected on February 7, 1998. The before landing checklist instructs the pilot to check the landing gear down and lock indicators.

Pilot Information

Certificate:	Private	Age:	56, 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:	November 16, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1400 hours (Total, all aircraft), 215 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N218S
Model/Series:	310C 310C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	35963
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	February 7, 1998 Annual	Certified Max Gross Wt.:	5500 lbs
Time Since Last Inspection:	28 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	6000 Hrs	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	IO-540
Registered Owner:	BILL MEAZELL, INC.	Rated Power:	290 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:	FMY ,17 ft msl	Distance from Accident Site:	
Observation Time:	18:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SPRUCE CREEK , FL (44J)	Type of Flight Plan Filed:	None
Destination:	FORT MEYERS , FL (FMY)	Type of Clearance:	VFR
Departure Time:	17:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	PAIGE FIELD FMY	Runway Surface Type:	Asphalt
Airport Elevation:	18 ft msl	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	6401 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	26.560194,-81.870796(est)

Administrative Information

Investigator In Charge (IIC): Powell, Phillip

Additional Participating Persons: THOMAS GROSS;

Original Publish Date: March 31, 2000

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=45467>

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](#).