



Aviation Investigation Final Report

Location:	Sarasota, Florida	Accident Number:	MIA06LA051
Date & Time:	February 11, 2006, 14:18 Local	Registration:	N6504P
Aircraft:	Cessna P210N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that after takeoff the flight proceeded to the destination airport where he lowered the landing gear. All landing gears were down and locked, and he visually verified by a mirror that the nose and left main landing gears were down. The landing was reported to be "...firm but not a hard landing", and as the nose lowered, he heard the propeller contact the runway. Postaccident landing gear retraction and extensions testing revealed no discrepancies. The "down switches and warning horn operated normally." Disassembly of the nose gear down lock mechanism revealed no discrepancies. The hydraulic reservoir was full, and there was no hydraulic fluid leakage or nose landing gear structural failure. Slight movement between the 2 down lock hooks was noted, but no locking or binding was noted. The electrical strip at the top of the nose landing gear was noted to be oily and dirty where the nose landing gear down switch wires were connected, and a protective rubber cover contained a small amount of oil and dirt.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The collapse of the nose landing gear for undetermined reasons.

Findings

Occurrence #1: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

On February 11, 2006, about 1418 eastern standard time, a Cessna P210N, N6504P, registered to and operated by a private individual, experienced collapse of the nose landing gear during the landing roll at the Sarasota/Bradenton International Airport, Sarasota, Florida. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 personal flight from Okeechobee County Airport, Okeechobee, Florida, to Sarasota/Bradenton International Airport. The airplane was substantially damaged and the commercial-rated pilot, the sole occupant, was not injured. The flight originated about 1330, from Okeechobee County Airport.

The pilot stated that after takeoff the flight proceeded to the destination airport where he was cleared to land on runway 14. He reported he lowered the landing gear and confirmed he had a green landing gear extended light and he visually saw that the nose and left main landing gears were down. He turned onto final approach and reported the landing was "...firm but not a hard landing." As the nose lowered he heard the propeller contact the runway and the airplane slid to a stop.

Postaccident examination of the airplane was performed by an FAA airworthiness inspector following recovery. The airplane was placed on jacks, and gear retraction and extension tests were performed. No discrepancies were noted with the retraction and rigging tests. The "down switches and warning horn operated normally." Disassembly of the nose gear down lock mechanism revealed no discrepancies. The hydraulic reservoir was full, and there was no hydraulic fluid leakage or nose landing gear structural failure. Slight movement between the 2 down lock hooks was noted, but no locking or binding was noted. The electrical strip at the top of the nose landing gear was noted to be oily and dirty where the nose landing gear down switch wires were connected, and a protective rubber cover contained a small amount of oil and dirt.

Pilot Information

Certificate:	Commercial	Age:	68, Male
Airplane Rating(s):	Single-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 3 With waivers/limitations	Last FAA Medical Exam:	May 1, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 1, 2004
Flight Time:	1867 hours (Total, all aircraft), 1855 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6504P
Model/Series:	P210N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	P21000183
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 1, 2006 Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4386 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-P
Registered Owner:	John S. Guthrie	Rated Power:	310 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSRQ,31 ft msl	Distance from Accident Site:	
Observation Time:	14:22 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	18 knots / 24 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	22°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Okeechobee, FL (KOB)	Type of Flight Plan Filed:	None
Destination:	Sarasota, FL (KSRQ)	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	

Airport Information

Airport:	Sarasota/Bradenton Int'l KSRQ	Runway Surface Type:	Asphalt
Airport Elevation:	31 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	9503 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	27.395555,-82.554443

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	Thomas W Gross; FAA Flight Standards District Office; Tampa, FL
Original Publish Date:	March 26, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=63251

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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](#).