



Aviation Investigation Final Report

Location:	ALLENDALE, South Carolina	Accident Number:	ATL82DA132
Date & Time:	May 14, 1982, 13:20 Local	Registration:	N1831H
Aircraft:	CESSNA 310	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT BEFORE LANDING, THE LANDING GEAR INDICATORS SHOWED THAT ALL GEAR WERE DOWN AND LOCKED. HOWEVER, ON THE LANDING ROLL-OUT, THE LEFT MAIN GEAR COLLAPSED AS THE NOSEWHEEL WAS LOWERED TO THE RUNWAY. SUBSEQUENTLY, THE LEFT WING, LEFT PROPELLER, AND LEFT ELEVATOR WERE DAMAGED. WHEN TESTED, THE LANDING GEAR EXTENSION/RETRACTION MECHANISM OPERATED NORMALLY. HOWEVER THE LEFT LANDING GEAR SIDE BRACE LINK WAS FOUND TO BE IMPROPERLY ADJUSTED. ACCORDING TO A MANUAL FOR THIS AIRCRAFT, THE SIDE BRACE LINK SHOULD REQUIRE 50 LBS TO MOVE IT OUT OF THE LOCKED POSITION. HOWEVER, THE LINK COULD BE MOVED WITH LIGHT FINGER PRESSURE, ESTIMATED LESS THAN 5 LBS.

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, GEAR LOCKING MECHANISM - OTHER
2. (C) MAINTENANCE, ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PERSONNEL

3. GEAR EXTENSION - PERFORMED - PILOT IN COMMAND
4. (C) LANDING GEAR, GEAR LOCKING MECHANISM - UNLOCKED

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	43, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 27, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	22000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1831H
Model/Series:	310 310	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	35931
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4830 lbs
Time Since Last Inspection:	32 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	5741 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-470
Registered Owner:	BROWNING AVIATION SERVICES	Rated Power:	260 Horsepower
Operator:	LONNIE O. BROWNING	Operating Certificate(s) Held:	
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	6 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ALLENDALE , SC (88J)	Type of Flight Plan Filed:	None
Destination:	ALLENDALE , SC (88J)	Type of Clearance:	None
Departure Time:	13:05 Local	Type of Airspace:	

Airport Information

Airport:	ALLENDALE COUNTY 88J	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	
Runway Length/Width:	3200 ft / 75 ft	VFR Approach/Landing:	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:	32.99905,-81.300544(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: May 14, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=69739>

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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](#).