



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Accident Number:	ANC82DA028
Date & Time:	March 27, 1982, 18:00 Local	Registration:	N6817T
Aircraft:	CESSNA 310D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

JUST PRIOR TO THE MISHAP, MAINTENANCE ON THE AIRCRAFT HAD BEEN PERFORMED. THIS INCLUDED WORK ON THE CABIN HEATER IN THE NOSE WHEEL WELL AREA. AFTER TAKEOFF TO FERRY THE PLANE TO A NEARBY AIRPORT, THE NOSE WHEEL BECAME JAMMED AS THE GEAR WAS RETRACTED. THE MAIN GEAR COULD BE CYCLED BUT THE NOSE GEAR WOULD NOT EXTEND. WHILE LANDING WITH THE MAIN GEAR EXTENDED, THE NOSE SECTION AND PROPELLER TIPS WERE DAMAGED AS THE NOSE WAS LOWERED TO THE RUNWAY. AN EXAMINATION REVEALED THAT THE LEFT NOSE GEAR DOOR WAS PARTIALLY CLOSED AS THE NOSE GEAR RETRACTED. THE NOSE GEAR AND STRUT HAD CRUSHED THE DOOR INWARD AND UPWARD. THE CENTERING CAM/WHEEL STRAIGHTENER, THE UPPER NOSE WHEEL STEERING MECHANISM, AND THE GEAR RETRACT ARM MECHANISMS ON THE NOSE GEAR DOORS WERE WORN. ALSO, A LACK OF LUBRICATION WAS NOTED IN THE NOSE GEAR ASSEMBLY. THE AIRCRAFT HAD BEEN FLOWN APPROXIMATELY 15 HOURS SINCE THE LAST ANNUAL INSPECTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) MAINTENANCE,LUBRICATION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
2. (C) LANDING GEAR,NOSE GEAR ASSEMBLY - WORN
3. (C) DOOR,LANDING GEAR - WORN
4. (C) MAINTENANCE,100-HOUR INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
5. (C) MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PERSONNEL
6. (C) LANDING GEAR,NOSE GEAR - JAMMED
7. (F) WHEELS UP LANDING - UNCONTROLLED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 20, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1585 hours (Total, all aircraft), 651 hours (Total, this make and model), 1492 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6817T
Model/Series:	310D 310D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	39117
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4800 lbs
Time Since Last Inspection:	15 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2970 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-470D
Registered Owner:	LEE R. BRATCHER	Rated Power:	260 Horsepower
Operator:	LEE R. BRATCHER	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:	MRI	Distance from Accident Site:	
Observation Time:	17:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	60 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ANCHORAGE , AK (MRI)	Type of Flight Plan Filed:	None
Destination:	ANCHORAGE , AK (MRI)	Type of Clearance:	
Departure Time:	17:15 Local	Type of Airspace:	

Airport Information

Airport:	MERRILL FIELD MRI	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	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:	61.220199,-149.850509(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: March 27, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=69766>

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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](#).