



National Transportation Safety Board Aviation Accident Final Report

Location:	PUEBLO, CO	Accident Number:	FTW97LA111
Date & Time:	03/01/1997, 1155 MST	Registration:	N2396S
Aircraft:	Cessna TR182	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

On the first flight following maintenance to the nose landing gear because of a ground incident, the nose gear failed to extend. The pilot elected to raise all the landing gear and land gear up. Inspection following the accident revealed the nose landing gear doors to be improperly adjusted preventing the nose landing gear from extending.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Improper repair to the nose landing gear assembly. A factor was binding of the nose gear extension assembly due to the improper repair.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: LANDING

Findings

1. (F) LANDING GEAR,NOSE GEAR ASSEMBLY - BINDING(MECHANICAL)
2. (C) MAINTENANCE,MAJOR REPAIR - IMPROPER - COMPANY MAINTENANCE PERSONNEL

Factual Information

On March 1, 1997, at 1155 mountain standard time, a Cessna TR182, N2396S, sustained substantial damage when the nose gear failed to extend for landing at Pueblo Municipal Airport, Pueblo, Colorado. The private pilot and passenger were not injured on this personal flight operating under 14 CFR Part 91. No flight plan was filed and visual meteorological conditions prevailed. The flight departed Alamosa, Colorado, at 1115.

This was the first flight after repairing the nose landing gear following a ground incident which occurred on February 21, 1997. The flight departed Alamosa with the pilot occupying the left seat and his 2 year old daughter in a car seat strapped in the right seat. On arrival in Pueblo, the nose gear failed to extend. After attempts to lower the gear failed, the pilot elected to raise the landing gear and landed with all the landing gear in the up position.

Examination of the aircraft by a certified repair station following the accident revealed the nose gear doors were not properly adjusted when maintenance was performed on the landing gear following the previous incident. The lack of proper adjustment prevented the nose landing gear from extending. Aircraft damage was to the left wing and underside of the fuselage in the area of the nose landing gear assembly.

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	01/30/1997
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	234 hours (Total, all aircraft), 70 hours (Total, this make and model), 190 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N23965
Model/Series:	TR182 TR182	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	R-18201337
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	02/21/1997, Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	1 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2031 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-540-L3C5D
Registered Owner:	JIM & LESLIE FLEMMING	Rated Power:	235 hp
Operator:	MOUNTAIN VIEW AEROMOTIVE	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	MTNA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PUB, 4726 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1200 MST	Direction from Accident Site:	80°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	2° C / 7° C
Precipitation and Obscuration:			
Departure Point:	ALAMOSA, CO (ALS)	Type of Flight Plan Filed:	None
Destination:	(PUB)	Type of Clearance:	None
Departure Time:	1115 MST	Type of Airspace:	Class D

Airport Information

Airport:	PUEBLO MUNICIPAL (PUB)	Runway Surface Type:	Asphalt
Airport Elevation:	4726 ft	Runway Surface Condition:	Dry
Runway Used:	8R	IFR Approach:	None
Runway Length/Width:	4073 ft / 75 ft	VFR Approach/Landing:	Precautionary Landing

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:	

Administrative Information

Investigator In Charge (IIC):	NORMAN F WIEMEYER	Report Date:	01/07/1998
Additional Participating Persons:	JAMES VODICKA; DENVER, CO		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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