



National Transportation Safety Board Aviation Accident Final Report

Location:	COMPTON, CA	Accident Number:	LAX86LA276
Date & Time:	07/01/1986, 2200 PDT	Registration:	N4153T
Aircraft:	CESSNA 320D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

THE PLT ATTEMPTED A NIGHT LANDING AFTER HE WAS UNABLE TO EXTEND THE ACFT'S LANDING LIGHTS. HE STATED THAT, OVER THE END OF THE RWY AT ABOUT 25 FT AGL, EVERYTHING BLENDED INTO A LARGE BLACK SPOT. AS THE PLT ATTEMPTED A GO-AROUND, THE ACFT CONTACTED THE RWY, CAUSING THE LEFT MAIN GEAR TO COLLAPSE. THE ACFT THEN SLID DOWN THE RWY AND OFF TO THE LEFT BEFORE COMING TO A STOP.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) LANDING LIGHT(S) - INOPERATIVE
2. (C) PULL-UP - DELAYED - PILOT IN COMMAND
3. (F) LIGHT CONDITION - DARK NIGHT

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/04/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1105 hours (Total, all aircraft), 33 hours (Total, this make and model), 1105 hours (Pilot In Command, all aircraft), 139 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4153T
Model/Series:	320D 320D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	320D0053
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	12/17/1985, Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	3400 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-B
Registered Owner:	JAMES B. SHAFER III	Rated Power:	285 hp
Operator:	WILLIAM G. BURNETT	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	SAN DIEGO, CA (SDM)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	2100 PDT	Type of Airspace:	Class G

Airport Information

Airport:	COMPTON (CPM)	Runway Surface Type:	Asphalt
Airport Elevation:	97 ft	Runway Surface Condition:	Dry
Runway Used:	25L	IFR Approach:	None
Runway Length/Width:	3670 ft / 60 ft	VFR Approach/Landing:	Go Around

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	AUDREY M SCHUTTE	Report Date:	
Additional Participating Persons:	WILLIAM TREECE; LOS ANGELES, CA		
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).