



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | Knox, IN | Accident Number: | CHI04CA172 |
| Date & Time: | 07/01/2004, 2030 CST | Registration: | N310WH |
| Aircraft: | Cessna 310P | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

The airplane impacted terrain when the right main landing gear collapsed upon landing touchdown. Examination of the right landing gear revealed that the brace assembly - right hand side, part number 5041000-46, was fractured. The fracture surface displayed multiple initiations at the edge of the slot and an oxidized area with a distinct terminus, features consistent with fatigue.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The fatigue fracture of the main landing gear assembly.

Findings

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

Findings

1. (C) LANDING GEAR,MAIN GEAR - FATIGUE

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Pilot Information

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|----------------------------------|---|------------------------------|----------|
| Certificate: | Commercial | Age: | 57 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | |
| Flight Time: | 1721 hours (Total, all aircraft), 1206 hours (Total, this make and model), 40 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| Aircraft Make: | Cessna | Registration: | N310WH |
| Model/Series: | 310P | Engines: | 2 Reciprocating |
| Operator: | Kevin King | Engine Manufacturer: | Continental |
| Operating Certificate(s) Held: | None | Engine Model/Series: | IO-470 |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|---|----------------------|-------------------------------------|----------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Dusk |
| Observation Facility, Elevation: | | Weather Information Source: | Unknown |
| Lowest Ceiling: | | Wind Speed/Gusts, Direction: | / , |
| Temperature: | | Visibility: | |
| Precipitation and Obscuration: | | | |
| Departure Point: | Evansville, IN (EVV) | Destination: | Knox, IN (OXI) |

Airport Information

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|-----------------------------|--|----------------------------------|--|
| Airport: | | Runway Surface Type: | |
| Runway Used: | | Runway Surface Condition: | |
| Runway Length/Width: | | | |

Wreckage and Impact Information

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|-----------------------------|-----------------------|----------------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | |
| Latitude, Longitude: | 41.330278, -86.664722 | | |

Administrative Information

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|--------------------------------------|---|----------------------|------------|
| Investigator In Charge (IIC): | Mitchell F Gallo | Adopted Date: | 09/29/2004 |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. | | |
| Investigation Docket: | NTSB accident and incident docket 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.