



# National Transportation Safety Board Aviation Accident Final Report

---

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Lincoln, CA                          | <b>Accident Number:</b> | LAX06CA167  |
| <b>Date &amp; Time:</b>        | 04/02/2006, 2016 PDT                 | <b>Registration:</b>    | N5096Q      |
| <b>Aircraft:</b>               | Cessna 310N                          | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 2 None      |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Personal |                         |             |

---

## Analysis

While transitioning from landing to taxiing the pilot experienced a bumping sound, which was followed by the collapse of the nose gear. Examination of photographs of the damage revealed that several inches of the nose fuselage structure had been ground down by contact with the runway pavement. The nose gear was examined by an airframe and power plant (A&P) mechanic. The mechanic reported that the nose gear drive tube was bent inboard 90 degrees, suggesting that the nose over center adjustment was out of tolerance, and a sufficient impact could cause the gear to unlock from the down position. There was no evidence of mechanical failure or foreign object damage.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The collapse of the nose gear due to an out of tolerance nose gear over center adjustment.

## Findings

---

Occurrence #1: GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) LANDING GEAR, GEAR LOCKING MECHANISM - WORN
2. (C) MAINTENANCE, INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
3. LANDING GEAR, NOSE GEAR - COLLAPSED

## Factual Information

### Student Pilot Information

|                                  |  |  |                  |
|----------------------------------|--|--|------------------|
| <b>Certificate:</b>              | Student  | <b>Age:</b>                              | 47, Male         |
| <b>Airplane Rating(s):</b>       | None   | <b>Seat Occupied:</b>                    |                  |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>                   | Shoulder harness |
| <b>Instrument Rating(s):</b>     | None   | <b>Second Pilot Present:</b>             |                  |
| <b>Instructor Rating(s):</b>     |  | <b>Toxicology Performed:</b>             |                  |
| <b>Medical Certification:</b>    | Class 3  | <b>Last FAA Medical Exam:</b>            | 10/01/2005       |
| <b>Occupational Pilot:</b>       |  | <b>Last Flight Review or Equivalent:</b> |                  |
| <b>Flight Time:</b>              | 40 hours (Total, all aircraft), 10 hours (Total, this make and model), 40 hours (Last 90 days, all aircraft) |  |                  |

### Aircraft and Owner/Operator Information

|                                      |                          |                                       |                      |
|--------------------------------------|--------------------------|---------------------------------------|----------------------|
| <b>Aircraft Make:</b>                | Cessna                   | <b>Registration:</b>                  | N5096Q               |
| <b>Model/Series:</b>                 | 310N                     | <b>Aircraft Category:</b>             | Airplane             |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                 | No                   |
| <b>Airworthiness Certificate:</b>    | Normal                   | <b>Serial Number:</b>                 | 310N-0196            |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle   | <b>Seats:</b>                         | 6                    |
| <b>Date/Type of Last Inspection:</b> | 05/01/2005, Annual       | <b>Certified Max Gross Wt.:</b>       |                      |
| <b>Time Since Last Inspection:</b>   |                          | <b>Engines:</b>                       | 2 Reciprocating      |
| <b>Airframe Total Time:</b>          |                          | <b>Engine Manufacturer:</b>           | Teledyne Continental |
| <b>ELT:</b>                          | Installed, not activated | <b>Engine Model/Series:</b>           | IO-470               |
| <b>Registered Owner:</b>             | Robert Peterson          | <b>Rated Power:</b>                   |                      |
| <b>Operator:</b>                     | Robert Peterson          | <b>Operating Certificate(s) Held:</b> | None                 |

## Meteorological Information and Flight Plan

|                                  |                                  |                                      |          |
|----------------------------------|----------------------------------|--------------------------------------|----------|
| Conditions at Accident Site:     | Visual Conditions                | Condition of Light:                  | Night    |
| Observation Facility, Elevation: |                                  | Distance from Accident Site:         |          |
| Observation Time:                |                                  | Direction from Accident Site:        |          |
| Lowest Cloud Condition:          | Clear                            | Visibility                           | 10 Miles |
| Lowest Ceiling:                  | None                             | Visibility (RVR):                    |          |
| Wind Speed/Gusts:                | Light and Variable /             | Turbulence Type Forecast/Actual:     | /        |
| Wind Direction:                  |                                  | Turbulence Severity Forecast/Actual: | /        |
| Altimeter Setting:               |                                  | Temperature/Dew Point:               | 21 °C    |
| Precipitation and Obscuration:   | No Obscuration; No Precipitation |                                      |          |
| Departure Point:                 | Sacramento, CA (KSMF)            | Type of Flight Plan Filed:           | None     |
| Destination:                     | Lincoln, CA (KLHM)               | Type of Clearance:                   | None     |
| Departure Time:                  |                                  | Type of Airspace:                    |          |

## Airport Information

|                      |                         |                           |           |
|----------------------|-------------------------|---------------------------|-----------|
| Airport:             | Lincoln Regional (KLHM) | Runway Surface Type:      | Asphalt   |
| Airport Elevation:   |                         | Runway Surface Condition: | Dry       |
| Runway Used:         | 15                      | IFR Approach:             | None      |
| Runway Length/Width: | 6001 ft / 100 ft        | VFR Approach/Landing:     | Full Stop |

## Wreckage and Impact Information

|                     |        |                      |                        |
|---------------------|--------|----------------------|------------------------|
| Crew Injuries:      | 1 None | Aircraft Damage:     | Substantial            |
| Passenger Injuries: | 1 None | Aircraft Fire:       | None                   |
| Ground Injuries:    | N/A    | Aircraft Explosion:  |                        |
| Total Injuries:     | 2 None | Latitude, Longitude: | 38.909167, -121.351389 |

## Administrative Information

|                                   |  |              |            |
|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC):     | Van S McKenny  | Report Date: | 08/29/2006 |
| Additional Participating Persons: | Paul Cloutier; Federal Aviation Administration; Sacramento, CA   |              |            |
| Publish Date:                     |  |              |            |
| Note:                             | This accident report documents the factual circumstances of this accident as described to the NTSB.  |              |            |
| 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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> . |              |            |

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](#).