



# National Transportation Safety Board Aviation Accident Data Summary

<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>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

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

## Student Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	47
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</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>Engines:</b>	2 Reciprocating
<b>Operator:</b>	Robert Peterson	<b>Engine Manufacturer:</b>	Teledyne Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-470
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>		<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	Light and Variable / ,
<b>Temperature:</b>	21 °C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Sacramento, CA (KSMF)	<b>Destination:</b>	Lincoln, CA (KLHM)

## Airport Information

<b>Airport:</b>	Lincoln Regional (KLHM)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	15	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	6001 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Latitude, Longitude:</b>	38.909167, -121.351389		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Van S McKenny	<b>Adopted Date:</b>	08/29/2006
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@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> .		

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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.