



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Point Roberts, WA	<b>Accident Number:</b>	SEA07CA032
<b>Date &amp; Time:</b>	12/01/2006, 1415 PST	<b>Registration:</b>	N119N
<b>Aircraft:</b>	Riley D-16A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On December 1, 2006, about 1415 Pacific standard time, a Riley D-16A twin-engine airplane, N119N, sustained substantial damage when the nose landing gear collapsed during takeoff roll on runway 16 at Point Roberts Airpark, Point Roberts, Washington. The private pilot, the sole occupant, was not injured. The airplane was registered to and operated by the pilot. Visual meteorological conditions prevailed and no flight plan was filed for the local personal flight conducted under 14 CFR Part 91. The flight was originating when the accident occurred.

According to the pilot, during the takeoff roll at about rotation speed, he felt the nose landing gear of the airplane "give way" and the airplane began to drift to the left. As he applied right rudder to correct the yaw, he felt "a continued collapse" of the nose landing gear and elected to abort the takeoff. The airplane's nose and both propellers struck the ground.

Examination of photos provided by an insurance adjustor revealed that both engines were displaced down and to the right. The right engine firewall was torn from the engine nacelle, and the left engine firewall was buckled and distorted. Additionally, the photos revealed that the nose landing gear fork had broken into two pieces, which allowed the nose wheel to separate from the airplane, resulting in collapse of the nose landing gear. The pilot reported that "an aircraft structural engineer made the observation that my nose gear fork had an old hidden crack that could have contributed to the failure."

## Pilot Information

<b>Certificate:</b>	Foreign; Private	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<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>	08/01/2006
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	947 hours (Total, all aircraft), 79 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Riley	<b>Registration:</b>	N119N
<b>Model/Series:</b>	D-16A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TTN-51
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<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>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-340
<b>Registered Owner:</b>	Jesse H. Lofquist	<b>Rated Power:</b>	
<b>Operator:</b>	Jesse H. Lofquist	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Point Roberts, WA (1RL)	Type of Flight Plan Filed:	None
Destination:	(1RL)	Type of Clearance:	None
Departure Time:	PST	Type of Airspace:	

## Airport Information

Airport:	Point Roberts Airpark (1RL)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	16	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	48.979722, -123.078889

## Administrative Information

Investigator In Charge (IIC):	Georgia R Struhsaker
Additional Participating Persons:	
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: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> .