



National Transportation Safety Board Aviation Accident Data Summary

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

Analysis

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."

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pre-existing crack in the nose wheel fork, which allowed separation of the nose wheel during the takeoff roll, resulting in collapse of the nose landing gear.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) LANDING GEAR, NOSE GEAR - CRACKED
2. (C) LANDING GEAR, WHEEL - SEPARATION

Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: TAKEOFF - ROLL/RUN

Pilot Information

Certificate:	Foreign; Private	Age:	39
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	
Flight Time:	947 hours (Total, all aircraft), 79 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Riley	Registration:	N119N
Model/Series:	D-16A	Engines:	2 Reciprocating
Operator:	Jesse H. Lofquist	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-340
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	
Condition of Light:	Day	Wind Speed/Gusts, Direction:	
Temperature:		Visibility:	
Precipitation and Obscuration:			
Departure Point:	Point Roberts, WA (1RL)	Destination:	(1RL)

Airport Information

Airport:	Point Roberts Airpark (1RL)	Runway Surface Type:	
Runway Used:	16	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	

Administrative Information

Investigator In Charge (IIC):	Georgia R Struhsaker	Adopted Date:	03/26/2007
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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