



National Transportation Safety Board Aviation Accident Factual Report

Location:	Oakland, CA	Accident Number:	LAX07LA136
Date & Time:	04/01/2007, 1500 PDT	Registration:	N81PC
Aircraft:	Cessna T210N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

On April 1, 2007, about 1500 Pacific daylight time, a Cessna T210N, N81PC, experienced a collapsed nose landing gear during the takeoff roll from runway 33 at Metropolitan Oakland International Airport (OAK), Oakland, California. The pilot/owner operated the airplane under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. The airplane sustained substantial damage after one of the wings struck the runway. The pilot and one passenger were not injured. Day visual meteorological conditions prevailed for the flight that was originating at the time of the accident on a local area flight; no flight plan had been filed.

In the pilot's written report, he stated that on March 22, 2007, an annual inspection had been completed. He flew the airplane to Bryce Canyon, Utah, the following day. Two days later he attempted to start the airplane for the return flight to OAK. Upon activation of the master switch, the gear horn sounded. He stated that a gear check revealed that the landing gear was "down and locked, squat switches depressed." He checked the circuit breakers and radio switches with the master switch ON, and found that having both avionics master switches in the ON position stopped the gear horn audio and activated "all instruments as well as [the] down and locked green light." The pilot made the return flight to OAK.

On March 26, 2007, he flew the airplane to Sacramento, with the landing gear in the down position. Airborne Electronic found a shorted terminal in the breaker box, repaired it, and returned it to service. The pilot stated that the return flight to OAK was normal, and the landing gear functioned properly.

On the day of the accident, the pilot attempted to start the engine, however, the battery was dead, and he had to get a jump start. After he started the engine, he departed runway 33. On the takeoff climb out the electronics failed and recycling the master did not return power. He returned to land without any problems. He removed the battery and took it to Pacific States Aviation to have it recharged. About 4 hours later, he reinstalled the battery and noted no additional problems. The pilot stated that he taxied out, conducted the pre-takeoff checklist and was on the takeoff roll from runway 33 when the nose landing gear and eventually the left main landing gear retracted. He reduced the throttle, and the airplane slid about 300 feet

down the runway.

The incident was upgraded to an accident on April 24, 2007, after a Federal Aviation Administration (FAA) airworthiness inspector examined the airplane and found structural damage to the airframe.

According to maintenance personnel from Beegles Aircraft Service, Inc., Greeley, Colorado, a thorough check of the landing gear and electrical system were conducted, with no discrepancies found. They noted a weak battery, replaced it, and then cycled the landing gear several times. They were not able to reproduce the discrepancy that the pilot had encountered on the accident takeoff roll.

Pilot Information

Certificate:	Commercial	Age:	62, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	02/01/2007
Occupational Pilot:		Last Flight Review or Equivalent:	01/01/2007
Flight Time:	6500 hours (Total, all aircraft), 5000 hours (Total, this make and model), 6400 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N81PC
Model/Series:	T210N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	21063620
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	03/01/2007, Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:	5 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2531 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-R
Registered Owner:	John H. Austin	Rated Power:	310 hp
Operator:	John H. Austin	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OAK, 9 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1453 PST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15° C / 8° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Oakland, CA (OAK)	Type of Flight Plan Filed:	None
Destination:	(OAK)	Type of Clearance:	VFR
Departure Time:	1500 PDT	Type of Airspace:	

Airport Information

Airport:	METROPOLITAN OAKLAND INTL (OAK)	Runway Surface Type:	Asphalt
Airport Elevation:	9 ft	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	3372 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	37.724444, -122.223333

Administrative Information

Investigator In Charge (IIC):	Tealeye C Cornejo
Additional Participating Persons:	Glenn Gathright; Federal Aviation Administration; Oakland, CA
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/ .