



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Oakland, CA	<b>Accident Number:</b>	LAX07LA136
<b>Date &amp; Time:</b>	04/01/2007, 1500 PDT	<b>Registration:</b>	N81PC
<b>Aircraft:</b>	Cessna T210N	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

While attempting to start the airplane 2 days after an annual inspection, the landing gear warning horn sounded upon activation of the master switch. The pilot checked the landing gear and found it in the down and locked position with the squat switches depressed. He also noted that with both of the avionics master switches in the ON position, the landing gear warning horn stopped, the instrument panel lights activated, and the landing gear down and locked green light illuminated. He made the return flight home and the following day flew the airplane, with the landing gear in the extended position, to an avionics shop. During the inspection, a shorted terminal in the breaker box was found and repaired. During a return flight to the pilot's home base the landing gear system functioned normally. Five days later, the pilot attempted to start the engine. He realized the battery was dead and got a jump start. The avionics then failed during the takeoff initial climb. He recycled the avionics master, but power to the avionics was not returned. The pilot returned and landed without problems. The battery was removed, recharged, and then replaced. The pilot noted that everything functioned properly and he decided to continue his flight. During the takeoff roll, the nose landing gear collapsed and the airplane slid down the runway, with the left main landing gear eventually collapsing. During an inspection of the aircraft, an FAA inspector noted structural damage to the airframe. Maintenance personnel inspected the landing gear and electrical system and found no discrepancies. They replaced a weak battery and cycled the landing gear several times. They were not able to reproduce the discrepancy encountered by the pilot during the accident takeoff roll.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Collapse of the landing gear for undetermined reasons.

## Findings

Occurrence #1: NOSE GEAR COLLAPSED  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	62
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N81PC
<b>Model/Series:</b>	T210N	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	John H. Austin	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIO-520-R
<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>	Day
<b>Observation Facility, Elevation:</b>	OAK, 9 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 25000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	11 knots / , 260°
<b>Temperature:</b>	15° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Oakland, CA (OAK)	<b>Destination:</b>	(OAK)

## Airport Information

<b>Airport:</b>	METROPOLITAN OAKLAND INTL (OAK)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	33	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3372 ft / 75 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>	None
<b>Latitude, Longitude:</b>	37.724444, -122.223333		

## Administrative Information

Investigator In Charge (IIC): Tealeye C Cornejo

Adopted Date: 03/31/2008

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](mailto: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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