Analysis
The pilot reported that he lowered the landing gear handle on downwind to land and heard the gear cycle down. He told investigators that he could not recall if he saw green, gear down indicator lights. While in the landing flare he heard someone call "gear, gear" on the radio, but it was too late for him to go around. The left main gear collapsed on touchdown and the airplane exited the side of the runway, substantially damaging the horizontal stabilizer and elevator. No anomalies were found with the landing gear indicator lights during the post accident inspections. Following four additional gear malfunctions, the landing gear accumulator was found to leak, allowing air into the hydraulic system. The seals from the accumulator were not retained and the reason for the failure of the seals was not determined.

Flight Events
Approach-VFR pattern downwind - Sys/Comp malf/fail (non-power)
Approach-VFR pattern downwind - Miscellaneous/other
Landing-flare/touchdown - Landing gear collapse
Landing - Runway excursion

Probable Cause
The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The failure of the landing gear accumulator seal for undetermined reasons. Contributing to the accident was the pilot’s failure to confirm the status of the landing gear.

Findings
Aircraft-Aircraft systems-Hydraulic power system-Accumulator, main-Malfunction - C
Aircraft-Aircraft systems-Landing gear system-Main landing gear-Malfunction
Aircraft-Aircraft systems-Landing gear system-Main landing gear-Failure
Personnel issues-Action/decision-Action-Forgotten action/omission-Pilot
Personnel issues-Psychological-Attention/monitoring-Monitoring equip/instruments-Pilot - F
Pilot Information

Certificate: Private  Age: 51
Airplane Rating(s): Single-engine Land  Instrument Rating(s): None
Other Aircraft Rating(s): None  Instructor Rating(s): None
Flight Time: 848 hours (Total, all aircraft), 217 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)

Aircraft and Owner/Operator Information

Aircraft Make: CESSNA  Registration: N2118S
Model/Series: T210L  Engines: 1 Reciprocating
Operator: ADVANCED SECURITY CONTRACTORS INC  Engine Manufacturer: CONT MOTOR
Operating Certificate(s) Held: None  Engine Model/Series: TSIO-520 SER
Flight Conducted Under: Part 91: General Aviation - Business

Meteorological Information and Flight Plan

Conditions at Accident Site: Visual Conditions  Condition of Light: Day
Observation Facility, Elevation: ELP, 3921 ft msl  Weather Information Source: Weather Observation Facility
Lowest Ceiling: None  Wind Speed/Gusts, Direction: 10 knots / , 110°
Temperature: 30°C  Visibility: 10 Miles
Precipitation and Obscuration:
Departure Point: Cielo Dorado Es, TX (TA50)  Destination: Santa Teresa, NM (5T6)

Airport Information

Airport: Dona Ana County Airport (5T6)  Runway Surface Type: Asphalt
Runway Used: 28  Runway Surface Condition: Dry
Runway Length/Width: 8500 ft / 100 ft

Wreckage and Impact Information

Crew Injuries: 1 None  Aircraft Damage: Substantial
Passenger Injuries: N/A  Aircraft Fire: None
Ground Injuries: N/A  Aircraft Explosion: None
Latitude, Longitude: 31.881111, -106.704722 (est)

Administrative Information

Investigator In Charge (IIC): Daniel Baker  Adopted Date: 05/11/2010
Investigation Docket: http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=74221

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the
accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.