



# National Transportation Safety Board Aviation Accident Final Report

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|-------------------------|----------------------|-------------------------|-------------|
| <b>Location:</b>        | WEST CHICAGO, IL     | <b>Accident Number:</b> | CHI96LA122  |
| <b>Date &amp; Time:</b> | 04/01/1996, 1355 CST | <b>Registration:</b>    | N9470M      |
| <b>Aircraft:</b>        | Cessna 210K          | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>  |                      | <b>Injuries:</b>        | 1 None      |

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

On landing the right main landing gear collapsed. Subsequent examination revealed that the extension and retraction mechanism had malfunctioned. Airworthiness directives pertaining to the landing gear directly affecting the retraction and extension function had not been accomplished.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Maintenance personnel's failure to comply with an airworthiness directive on the landing gear which led to a retraction/extension assembly malfunction.

## Findings

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Occurrence #1: GEAR RETRACTION ON GROUND  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (C) LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - MALFUNCTION
2. (C) MAINTENANCE,COMPLIANCE WITH AD - NOT COMPLIED WITH - OTHER MAINTENANCE PERSONNEL

## Factual Information

On April 1, 1996, at 1355 central standard time, a Cessna 210K, N9470M, operated by a private pilot, sustained substantial damage when the right main gear collapsed on landing. The airplane landed on runway 10 (4,751' x 75' dry/asphalt) at DuPage Airport, West Chicago, Illinois. The pilot reported no injuries. The local personal 14 CFR Part 91 flight was operating in visual meteorological conditions. No flight plan was on file. The flight departed West Chicago, Illinois, about 1200.

Subsequent to the accident an examination of the landing gear retraction/extension mechanism was conducted by the Federal Aviation Administration (FAA). According to the FAA inspector there were airworthiness directives (AD) pertaining the landing gear which had not been accomplished. The same inspector stated the AD's directly affected the function of the retraction/extension mechanism system.

The pilot told FAA inspectors that he did not have a current biennial flight review. His FAA third class medical was issued on August 15, 1995; however, it was valid for three months and had expired at the time of the accident.

## Pilot Information

|                                  |                                  |  |            |
|----------------------------------|----------------------------------|--|------------|
| <b>Certificate:</b>              | Private                          | <b>Age:</b>                              | 68, Male   |
| <b>Airplane Rating(s):</b>       | Single-engine Land               | <b>Seat Occupied:</b>                    | Left       |
| <b>Other Aircraft Rating(s):</b> | None                             | <b>Restraint Used:</b>                   |            |
| <b>Instrument Rating(s):</b>     | Airplane                         | <b>Second Pilot Present:</b>             | No         |
| <b>Instructor Rating(s):</b>     | None                             | <b>Toxicology Performed:</b>             | No         |
| <b>Medical Certification:</b>    | Class 3 Expired                  | <b>Last FAA Medical Exam:</b>            | 08/15/1995 |
| <b>Occupational Pilot:</b>       |                                  | <b>Last Flight Review or Equivalent:</b> |            |
| <b>Flight Time:</b>              | 2500 hours (Total, all aircraft) |  |            |

## Aircraft and Owner/Operator Information

|                               |                          |                                |                 |
|-------------------------------|--------------------------|--------------------------------|-----------------|
| Aircraft Make:                | Cessna                   | Registration:                  | N9470M          |
| Model/Series:                 | 210K 210K                | Aircraft Category:             | Airplane        |
| Year of Manufacture:          |                          | Amateur Built:                 | No              |
| Airworthiness Certificate:    | Normal                   | Serial Number:                 | 21059370        |
| Landing Gear Type:            | Retractable - Tricycle   | Seats:                         | 6               |
| Date/Type of Last Inspection: | 08/01/1995, Annual       | Certified Max Gross Wt.:       | 3800 lbs        |
| Time Since Last Inspection:   | 20 Hours                 | Engines:                       | 1 Reciprocating |
| Airframe Total Time:          | 2204 Hours               | Engine Manufacturer:           | Continental     |
| ELT:                          | Installed, not activated | Engine Model/Series:           | IO-520-L        |
| Registered Owner:             | FRNK P. RIGGIO           | Rated Power:                   | 285 hp          |
| Operator:                     | FRNK P. RIGGIO           | Operating Certificate(s) Held: | None            |

## Meteorological Information and Flight Plan

|                                  |                          |                                      |                  |
|----------------------------------|--------------------------|--------------------------------------|------------------|
| Conditions at Accident Site:     | Visual Conditions        | Condition of Light:                  | Day              |
| Observation Facility, Elevation: | DPA, 753 ft msl          | Distance from Accident Site:         | 0 Nautical Miles |
| Observation Time:                | 1345 CST                 | Direction from Accident Site:        | 0°               |
| Lowest Cloud Condition:          | Scattered / 25000 ft agl | Visibility                           | 40 Miles         |
| Lowest Ceiling:                  | None / 0 ft agl          | Visibility (RVR):                    | 0 ft             |
| Wind Speed/Gusts:                | 10 knots /               | Turbulence Type Forecast/Actual:     | /                |
| Wind Direction:                  | 10°                      | Turbulence Severity Forecast/Actual: | /                |
| Altimeter Setting:               | 30 inches Hg             | Temperature/Dew Point:               |                  |
| Precipitation and Obscuration:   |                          |                                      |                  |
| Departure Point:                 | (DPA)                    | Type of Flight Plan Filed:           | None             |
| Destination:                     |                          | Type of Clearance:                   | VFR              |
| Departure Time:                  | 0000                     | Type of Airspace:                    | Class D          |

## Airport Information

|                      |                       |                           |           |
|----------------------|-----------------------|---------------------------|-----------|
| Airport:             | DU PAGE AIRPORT (DPA) | Runway Surface Type:      | Asphalt   |
| Airport Elevation:   | 753 ft                | Runway Surface Condition: | Dry       |
| Runway Used:         | 10                    | IFR Approach:             | None      |
| Runway Length/Width: | 4751 ft / 75 ft       | VFR Approach/Landing:     | Full Stop |

## 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        |
| Total Injuries:     | 1 None | Latitude, Longitude: |             |

## Administrative Information

|                                   |  |              |            |
|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC):     | STEPHEN A WILSON   | Report Date: | 12/16/1996 |
| Additional Participating Persons: | WILLIAM K LAW; WEST CHICAGO, IL  |              |            |
| Publish Date:                     |  |              |            |
| 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:pubinquiry@ntsb.gov">pubinquiry@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> . |              |            |

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).