



## National Transportation Safety Board Aviation Accident Factual Report

---

<b>Location:</b>	HOLLYWOOD, FL	<b>Accident Number:</b>	MIA97LA177
<b>Date &amp; Time:</b>	06/01/1997, 1256 EDT	<b>Registration:</b>	N7393C
<b>Aircraft:</b>	Cessna T-210-N	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

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

---

On June 1, 1997, about 1256 eastern daylight time, a Cessna T210N, N7393C, registered to a private owner, had the left main landing gear collapse during landing rollout at North Perry Airport, Hollywood, Florida, while on a Title 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane sustained substantial damage. The commercial-rated pilot and airline transport-rated passenger reported no injuries. The flight had last departed from Hollywood, Florida, the same day, about 1250.

The pilot stated that while on the downwind leg for landing on runway 18 left, he lowered the flaps to 10 degrees and extended the landing gear. As he turned on base leg he noticed the radios were not working and the electrical system amp meter was showing the system was not charging. He used a hand held radio to communicate with the control tower and extended his downwind leg. He complied with the low voltage emergency procedures. As he turned final he checked the landing gear green light. It appeared dim and when he tested it, it did not change. He then called for a visual inspection of the landing gear. Landing and rollout were normal until the aircraft slowed to about 15 knots. While applying brakes the left main landing gear collapsed.

Postaccident testing of the aircraft's landing gear system was performed by an FAA inspector. A fully charged battery was installed in the aircraft and the aircraft was placed on jacks. The left main landing gear uplock was found to have paint scrapped off the inboard side. The landing gear appeared to be out of rig. Corrosion was present on all components of the landing gear. The landing gear was retracted and left main landing gear hung momentarily before locking on the uplock. The landing gear extension was normal. The landing gear warning horn was found to operate intermittently. (See FAA inspector statement).

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/19/1997
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2000 hours (Total, all aircraft), 300 hours (Total, this make and model), 1950 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N7393C
<b>Model/Series:</b>	T-210-N T-210-N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	21063953
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	02/14/1997, Annual	<b>Certified Max Gross Wt.:</b>	4000 lbs
<b>Time Since Last Inspection:</b>	4 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	431 Hours	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520-R
<b>Registered Owner:</b>	DANIEL CHARLES COOK	<b>Rated Power:</b>	310 hp
<b>Operator:</b>	DANIEL CHARLES COOK	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HWO, 9 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1249 EDT	Direction from Accident Site:	180°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 3000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	(HWO)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1250 EDT	Type of Airspace:	Class D

## Airport Information

Airport:	NORTH PERRY (HWO)	Runway Surface Type:	Asphalt
Airport Elevation:	9 ft	Runway Surface Condition:	Dry
Runway Used:	18L	IFR Approach:	None
Runway Length/Width:	3065 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

## 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:	

## Administrative Information

Investigator In Charge (IIC):	JEFFREY L KENNEDY
Additional Participating Persons:	MICHAEL B BUSH; FORT LAUDERDALE, FL
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:pubinq@ntsb.gov">pubinq@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> .