



National Transportation Safety Board Aviation Accident Final Report

Location:	FARGO, ND	Accident Number:	CHI98LA001
Date & Time:	10/01/1997, 0830 CDT	Registration:	N5168A
Aircraft:	Cessna T210N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The pilot extended the landing gear 3 to 4 miles prior to landing. During the landing flare the landing gear warning horn sounded. The pilot reported that it was too late to initiate a go-around so he continued the landing during which the landing gear collapsed. Postaccident testing of the landing gear system revealed the hydraulic pump circuit breaker would pop when the landing gear was extended. This resulted in the gear being in a trailing unlocked position.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the circuit breaker for the hydraulic pump popped during gear extension which resulting in the failure of the landing gear to lock in the extended position.

Findings

Occurrence #1: GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) ELECTRICAL SYSTEM,CIRCUIT BREAKER - POPPED/TRIPPED
2. (C) HYDRAULIC SYSTEM,PUMP - INOPERATIVE
3. (C) LANDING GEAR,GEAR LOCKING MECHANISM - NOT ENGAGED
4. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND

Factual Information

On October 1, 1997, at 0830 central daylight time, a Cessna T210N, N5168A, operated by a commercial pilot collided with the terrain when the landing gear collapsed on touchdown. The landing was being made on runway 17 at the Hector International Airport, Fargo, North Dakota. The 14 CFR Part 91 flight was operating in visual meteorological conditions without a flight plan. The pilot was not injured. The airplane was substantially damaged. The flight originated from a private airstrip in Hillsboro, North Dakota, at 0800.

The pilot reported he extended the landing gear 3 to 4 miles prior to touchdown at an airspeed of 120 knots. He reported that he kept his hand on the gear lever until it was down at which time he made a visual check to assure it was down. He reported that during the landing flare he heard the gear warning horn; however, it was too late to initiate a go-around. The landing gear collapsed as the airplane touched down.

Post accident testing of the landing gear system revealed the hydraulic pump circuit breaker would pop when the landing gear was extended leaving the gear in a trailing unlocked position.

Pilot Information

Certificate:	Commercial	Age:	71, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/31/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1463 hours (Total, all aircraft), 365 hours (Total, this make and model), 1345 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5168A
Model/Series:	T210N T210N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	21063294
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	01/16/1997, Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:	54 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2641 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-R
Registered Owner:	DANIEL J. DOWN	Rated Power:	310 hp
Operator:	DANIEL J. DOWN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FAR, 900 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0842 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	17 knots / 21 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	11° C / 6° C
Precipitation and Obscuration:			
Departure Point:	HILLSBORO, ND (5ND6)	Type of Flight Plan Filed:	None
Destination:	(FAR)	Type of Clearance:	VFR
Departure Time:	0800 CDT	Type of Airspace:	Class D

Airport Information

Airport:	HECTOR INTL (FAR)	Runway Surface Type:	Concrete
Airport Elevation:	900 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	9546 ft / 150 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):	PAMELA S SULLIVAN	Report Date:	04/24/1998
Additional Participating Persons:	BOB HARRIS; FARGO, ND		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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