



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	FARGO, ND	<b>Accident Number:</b>	CHI98LA001
<b>Date &amp; Time:</b>	10/01/1997, 0830 CDT	<b>Registration:</b>	N5168A
<b>Aircraft:</b>	Cessna T210N	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	71
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N5168A
<b>Model/Series:</b>	T210N T210N	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	DANIEL J. DOWN	<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>	FAR, 900 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	17 knots / 21 knots, 170°
<b>Temperature:</b>	11° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	HILLSBORO, ND (5ND6)	<b>Destination:</b>	(FAR)

## Airport Information

<b>Airport:</b>	HECTOR INTL (FAR)	<b>Runway Surface Type:</b>	Concrete
<b>Runway Used:</b>	17	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	9546 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

Latitude, Longitude:

## Administrative Information

<b>Investigator In Charge (IIC):</b>	PAMELA S SULLIVAN	<b>Adopted Date:</b>	04/24/1998
<b>Investigation Docket:</b>	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> .		

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