



National Transportation Safety Board Aviation Accident Factual Report

Location:	SPRINGFIELD, IL	Accident Number:	CHI98LA091
Date & Time:	02/03/1998, 1803 CST	Registration:	N5842F
Aircraft:	Cessna 210G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On February 3, 1998, at 1803 central standard time, a Cessna 210G, N5842F, operated by a commercial pilot was substantially damaged after landing at Capital Airport, Springfield, Illinois, with the left main gear in the retracted position. The 14 CFR Part 91 flight was operating in visual meteorological conditions without a flight plan. The pilot was not injured. The flight originated from the Capital Airport at 1740 cst.

The pilot reported he took off with the intention of flying practice approaches back to the airport. Upon reaching the outer marker for runway 04 during the first approach, he extended the landing gear and noticed the gear down and locked light did not illuminate. He reported he looked out the left side of the airplane and noted that the left gear had not extended. The pilot reported he cycled the landing gear selector handle and used the emergency extension hand pump to no avail. He then informed the air traffic control tower of the situation and decided to land on runway 04. The pilot reported he shut down the engine on final approach and landed the airplane on the runway centerline with the nose and right landing gears extended. He reported that as the airspeed decreased the airplane entered an "uncontrollable turn off the runway to the left." The pilot continued to report "When the aircraft stopped, it fell over on the left wing tip and left horizontal stabilizer."

Post accident inspection of the airplane by an inspector from the Federal Aviation Administration Springfield Flight Standards District office revealed the left main landing gear saddle, p/n 1294151, failed. He reported the inboard mounting bolt which connects the saddle to the gear leg had sheared.

The Federal Aviation Administration issued an Airworthiness Directive (AD) 76-14-07 R2 addressing the landing gear saddles on selected Cessna 210 airplanes. The AD was pertinent to N5842F. The aircraft logbooks for N5842F show the AD was complied with on October 1, 1976. The logbook entry showing compliance indicates that in accordance with the AD, the next inspection of the landing gear saddle was due to be completed at an aircraft total time of 3185 hours. On August 14, 1981, another entry shows that AD 76-10-07 is due a tach time of 2375. A logbook entry dated July 10, 1998, at an aircraft total time of 3272 hours, states "A/C has new style saddle so AD 76-14-07 is NA." There were no other references to this AD found

during the review of the logbooks.

The AD requires a dye penetrant inspection of the gear saddle at each annual inspection even after the improved saddles are installed.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	56, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/04/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5437 hours (Total, all aircraft), 2265 hours (Total, this make and model), 3464 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5842F
Model/Series:	210G 210G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	21058842
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	05/05/1997, Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	40 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4276 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-A5B
Registered Owner:	B AND B FLYING SERVICE, INC	Rated Power:	285 hp
Operator:	B AND B FLYING SERVICE, INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SPI, 592 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1805 CST	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:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	2° C / -2° C
Precipitation and Obscuration:			
Departure Point:	(SPI)	Type of Flight Plan Filed:	None
Destination:	(SPI)	Type of Clearance:	VFR
Departure Time:	1740 CST	Type of Airspace:	Class D

Airport Information

Airport:	CAPITAL AIRPORT (SPI)	Runway Surface Type:	Concrete
Airport Elevation:	592 ft	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	7999 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 SULLIVAN
Additional Participating Persons:	SCOTT LANDORF; SPRINGFIELD, MO
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .