



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	FAYETTEVILLE, AR	<b>Accident Number:</b>	FTW00LA002
<b>Date &amp; Time:</b>	10/01/1999, 1530 CDT	<b>Registration:</b>	N2157S
<b>Aircraft:</b>	Cessna 210L	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot stated that he was cleared to land. He extended the landing gear on 1/2 mile final, and he 'heard the gear lock into position.' He added that he then visually checked to see that the gear was extended and confirmed this by noting the illuminated green light in the cockpit. Upon touchdown, a noise was heard, and the right main landing gear collapsed. The airplane exited the runway surface and came to rest in a grassy area. Examination of the landing gear system revealed that the right main gear down lock switch failed in the 'closed' or 'down locked' position. Furthermore, 'dried paint stripper and paint' were observed around the plunger portion of the switch, which prevented the plunger from extending.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The cause of the right main gear collapse was undetermined. A factor was the failure of the gear 'down & locked' switch resulting in a false 'down & locked' indication in the cockpit.

## Findings

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

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. (F) LANDING GEAR, GEAR SWITCH - FAILURE
3. LANDING GEAR, GEAR INDICATING SYSTEM - FAILURE

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	900 hours (Total, all aircraft), 200 hours (Total, this make and model), 900 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N2157S
<b>Model/Series:</b>	210L 210L	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	STEVE P. CARPENTER	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-520
<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>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / 20 knots, 180°
<b>Temperature:</b>	24° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	WEINER, AR (8M2)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	NORTHWEST ARKANSAS RGNL (XNA)	<b>Runway Surface Type:</b>	Concrete
<b>Runway Used:</b>	16	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	8800 ft / 150 ft		

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	GEORGIA R SNYDER	<b>Adopted Date:</b>	01/18/2001
<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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