



# Aviation Investigation Factual Report

<b>Location:</b>	Barstow, California	<b>Accident Number:</b>	LAX07CA110
<b>Date &amp; Time:</b>	March 16, 2007, 16:00 Local	<b>Registration:</b>	N628TT
<b>Aircraft:</b>	Cessna T210N	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Factual Information

The pilot reported to the National Transportation Safety Board investigator that he was cruising at 10,500 feet over Dagget, California, when his autopilot kicked off. He reset the autopilot and it kicked off again a few minutes later. He checked his instruments and found that the ammeter was discharging rapidly, dropping from 28 volts towards 20 volts. He notified ATC that he would descend into Dagget-Barstow Airport, reduced all nonessential electrical loads, and slowed the airplane down. The discharge was now about 12-14 volts, he setup an orbit over the Dagget airport, and attempted lowering the landing gear normally, which was not successful. He made numerous attempts to manually pump down the landing gear using the hand-operated hydraulic pump handle. The nose wheel extended; however, the main landing gear only extended 3 or 4 inches. After circling 30 to 45 minutes the pilot decided to land the airplane gear up. He landed on runway 26, slid about 1,000 feet, and veered off to its south side.

Ground crews were able to pull the landing gear into the down and locked position. There was no evidence of a hydraulic fluid leak. The pilot reported that during a further examination of the airplane he determined that the landing gear motor malfunctioned, and that he had not properly engaged the emergency pump handle prior to attempting a manual extension of the landing gear.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	February 1, 2007
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	650 hours (Total, all aircraft), 450 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N628TT
<b>Model/Series:</b>	T210N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	21063058
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3600 Hrs at time of accident	<b>Engine Manufacturer:</b>	Teledyne Continental Motors
<b>ELT:</b>		<b>Engine Model/Series:</b>	TSIO-520
<b>Registered Owner:</b>	Troy J. Tollen	<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/ None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	29°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Henderson, NV (KHND)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Oakland, CA (KOAK)	<b>Type of Clearance:</b>	VFR flight following
<b>Departure Time:</b>	15:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Dagget-Barstow KDAG	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	26	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6400 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	34.85361,-116.797775

## Administrative Information

<b>Investigator In Charge (IIC):</b>	McKenny, Van
<b>Additional Participating Persons:</b>	Ted Nelson; Federal Aviation Administration; Riverside, CA
<b>Report Date:</b>	April 26, 2007
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=65448">https://data.nts.gov/Docket?ProjectID=65448</a>

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