



# Aviation Investigation Final Report

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<b>Location:</b>	El Paso, Texas	<b>Accident Number:</b>	CEN21LA460
<b>Date &amp; Time:</b>	September 28, 2021, 15:02 Local	<b>Registration:</b>	N4614K
<b>Aircraft:</b>	Cessna P210N	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Sys/Comp malf/fail (non-power)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Ferry		

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## Analysis

During the landing rollout, the right main landing gear collapsed and the airplane veered to the right, which resulted in substantial damage to the horizontal stabilizer.

Postaccident examination revealed that the landing gear electric motor would deactivate prematurely due to a faulty pressure switch that prevented full extension of the landing gear. No other landing gear anomalies were observed, including during manual operation of the landing gear hand pump.

A landing gear maintenance discrepancy was recorded as “landing gear slow to operate, sometimes need to use handpump” during the last annual inspection. Maintenance personnel troubleshot the landing gear discrepancy and identified a pressure switch to be out of tolerance at 1,100 psi and shimmed the switch to 1,500 psi.

During the approach to landing, the pilot recalled that the green landing gear down light was on and he did not hear the landing gear warning horn; however, both the landing gear down light and warning horn tested normally during the examination.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A faulty landing gear pressure switch prematurely deactivated the landing gear motor during extension, which resulted in the landing gear collapsing during rollout.

## Findings

**Personnel issues**

Use of checklist - Pilot

**Aircraft**

Gear extension and retract sys - Inoperative

## Factual Information

### History of Flight

<b>Landing</b>	Sys/Comp malf/fail (non-power) (Defining event)
<b>Landing-landing roll</b>	Landing gear collapse

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	September 16, 2021
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	February 1, 2020
<b>Flight Time:</b>	950 hours (Total, all aircraft), 25 hours (Total, this make and model), 750 hours (Pilot In Command, all aircraft), 42 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N4614K
<b>Model/Series:</b>	P210N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1979	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	P21000237
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	July 23, 2021 Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2376 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>		<b>Engine Model/Series:</b>	TSIO-520-P2B
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	On file	<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>	KELP,3916 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	14:59 Local	<b>Direction from Accident Site:</b>	16°
<b>Lowest Cloud Condition:</b>	Few / 7000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 18000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots / 23 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.94 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Santa Teresa, NM (DNA)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	El Paso, TX (ELP)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	14:30 Local	<b>Type of Airspace:</b>	Class C

## Airport Information

<b>Airport:</b>	EL PASO INTL ELP	<b>Runway Surface Type:</b>	Asphalt;Concrete
<b>Airport Elevation:</b>	3961 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	08R/26L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	9025 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>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	31.802057,-106.37895(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Folkerts, Michael
<b>Additional Participating Persons:</b>	Raymond Romero; Flight Standards District Office; Albuquerque, NM
<b>Original Publish Date:</b>	March 25, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=103993">https://data.ntsb.gov/Docket?ProjectID=103993</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).