



# Aviation Investigation Final Report

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<b>Location:</b>	Shreveport, Louisiana	<b>Accident Number:</b>	FTW02LA184
<b>Date &amp; Time:</b>	June 15, 2002, 21:50 Local	<b>Registration:</b>	N4720P
<b>Aircraft:</b>	Cessna P210N	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

While on approach, the pilot lowered the landing gear, and the landing gear extended. However, the landing gear annunciator light (green), confirming the landing gear had extended and locked into position, failed to illuminate. By a visual check, the pilot confirmed the left main landing gear was extended, and the passenger confirmed the right main landing gear was extended. During a low approach over the runway, the tower controller performed a visual check of the nose landing gear, and the controller stated he was 90 percent positive the nose gear was extended. While landing on runway 32, the right main landing gear collapsed, the airplane veered to the right and came to rest upright off the right side of the runway. The right horizontal stabilizer and elevator were damaged. The reason for the right main landing gear collapse was not determined.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the collapse of the right main landing gear for undetermined reasons.

## Findings

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Occurrence #1: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

## Factual Information

On June 15, 2002, approximately 2150 central daylight time, a Cessna P210N airplane, N4720P, was substantially damaged after the right main landing gear collapsed during landing roll at the Shreveport Downtown Airport (DTN), Shreveport, Louisiana. The private pilot and his passenger were not injured. The airplane was registered to and operated by Tower Systems Inc., of Tustin, California. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The flight departed the Shawnee Municipal Airport, Shawnee, Oklahoma, approximately 2030, and was destined for Shreveport.

According to the pilot, while on approach to DTN, he lowered the landing gear, and the landing gear extended. However, the landing gear annunciator light (green), confirming the landing gear had extended and locked into position, failed to illuminate. By a visual check, the pilot confirmed the left main landing gear was extended, and the passenger confirmed the right main landing gear was extended. During a low approach over the runway, the tower controller performed a visual check of the nose landing gear, and the controller stated he was 90 percent positive the nose gear was extended. While landing on runway 32, the right main landing gear collapsed, the airplane veered to the right and came to rest upright off the right side of the runway.

A local fixed based operator (FBO) aircraft mechanic, who assisted in the recovery of the airplane, reported that the right horizontal stabilizer and right elevator sustained substantial damage.

The reason for the right main landing gear collapse was not determined.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	70, 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>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	August 8, 2000
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	August 1, 2000
<b>Flight Time:</b>	4207 hours (Total, all aircraft), 1000 hours (Total, this make and model), 3605 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N4720P
<b>Model/Series:</b>	P210N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	P21000090
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	March 1, 2002 Annual	<b>Certified Max Gross Wt.:</b>	4000 lbs
<b>Time Since Last Inspection:</b>	10 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-540
<b>Registered Owner:</b>	Tower Systems Inc.	<b>Rated Power:</b>	310 Horsepower
<b>Operator:</b>	Alyn M. Brannon	<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>	Night/dark
<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>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots / 0 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	320°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	SHAWNEE, OK (SNL )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	SHREVEPORT, LA (DTN )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	20:30 Local	<b>Type of Airspace:</b>	Class C

## Airport Information

<b>Airport:</b>	SHREVEPORT DOWNTOWN DTN	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	179 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	32	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5018 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## 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>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	32.544723,-93.743057

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sauer, Aaron
<b>Additional Participating Persons:</b>	James B Hattaway; Federal Aviation Administration; Baton Rouge, LA
<b>Original Publish Date:</b>	April 1, 2003
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=54973">https://data.nts.gov/Docket?ProjectID=54973</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](#).