



Aviation Investigation Final Report

Location:	Carefree, Arizona	Accident Number:	SEA08LA079
Date & Time:	February 9, 2008, 18:45 Local	Registration:	N4796K
Aircraft:	Cessna P210N	Aircraft Damage:	Substantial
Defining Event:	Landing gear collapse	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The pilot reported that during the landing roll, he thought he "had blown the left tire" followed by the airplane settling onto its left side a second or two later. The airplane veered to the left and exited the runway, subsequently coming to rest upright adjacent to the runway. Post accident examination of the landing gear revealed that the gear warning horn was inoperative due to a disconnected cable between the throttle switch and the warning horn. Further examination, to include functionality testing of the landing gear, revealed no additional anomalies that would have prevented the gear from extending to the down and locked position.

Probable Cause and Findings

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

Findings

Not determined	(general) - Unknown/Not determined
Aircraft	Gear position and warning - Failure

Factual Information

History of Flight

Landing-flare/touchdown	Landing gear collapse (Defining event)
Landing-flare/touchdown	Runway excursion
Landing-flare/touchdown	Collision with terr/obj (non-CFIT)

On February 9, 2008, about 1845 mountain standard time, a Cessna P210N, N4796K, was substantially damaged when the left main landing gear collapsed during landing roll on runway 24 at the Sky Ranch Airport at Carefree (18AZ), Carefree, Arizona. The commercial pilot, the sole occupant of the airplane, was not injured. The airplane was registered to 96K LLC of Scottsdale, Arizona, and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91. Night visual meteorological conditions prevailed and no flight plan was filed for the cross-country flight that departed from the Telluride Regional Airport, Telluride, Colorado, at 1700.

In a written statement, the pilot reported that after an uneventful flight, he entered the traffic pattern for runway 24 and proceeded to make a "normal left pattern approach." Shortly after landing, during the landing roll, the pilot stated he thought he "had blown the left tire" followed by the airplane settling onto its left side a second or two later. The airplane veered to the left and exited the runway, subsequently coming to rest upright adjacent to the runway.

A Federal Aviation Administration inspector conducted a post accident inspection and reported that the left horizontal stabilizer and elevator sustained substantial damage during the accident sequence. Further examination revealed the landing gear warning horn was found inoperative due to a disconnected cable between the throttle switch and the warning horn. The inspector reported that during the landing gear examination the gear was cycled (with the airplane elevated on jack stands) to the down and locked position and no anomalies were noted.

The reason for the gear collapse is undetermined.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	53, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	September 1, 2007
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	September 1, 2006
Flight Time:	2012 hours (Total, all aircraft), 450 hours (Total, this make and model), 1890 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4796K
Model/Series:	P210N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	P21000323
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	August 1, 2007 Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:	45 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2772 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-15B
Registered Owner:	Glen Doyon	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	DVT,1478 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	230°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	15°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Telluride, CO (KTEX)	Type of Flight Plan Filed:	None
Destination:	Carefree, AL (18AZ)	Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	

Airport Information

Airport:	Sky Ranch Airport at Carefree 18AZ	Runway Surface Type:	Asphalt
Airport Elevation:	2568 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4037 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.818054,-111.897781

Administrative Information

Investigator In Charge (IIC):	Hogenson, Dennis
Additional Participating Persons:	Don Gillian; Federal Aviation Administration (FSDO); Scottsdale, AZ
Original Publish Date:	April 30, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=67540

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