



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

March 11, 2019

Subject: NTSB investigation ERA16LA318, N224MH, Cessna P210, Lancaster, Pennsylvania, September 16, 2016. Record of phone conversations with Federal Aviation Administration (FAA) Inspector Daniel Luke and Aviation Safety Technician Donna Elicker, of the Harrisburg, Pennsylvania Flight Standards District Office.

On September 26, 2016 Mr. Luke provided the following information:

According to the pilot in command, the purpose of the flight was instructional, to provide practice for the pilot rated student who was working on his complex airplane endorsement. The flight departed the Lancaster airport (LNS) in the morning and flew to the Chester County Airport (MQS) where they made 5 full stop landings and 1 go-around. The landing gear was cycled for each of these. The return flight to LNS was uneventful until the landing. They planned to land on runway 8 which had a slight right crosswind at the time. Both pilots confirmed the landing gear down and locked indication before landing, and the pilot receiving instruction was at the controls. Upon landing, the airplane bounced/skipped after initial touchdown, the landing gear unsafe horn sounded, the flight instructor took control of the airplane, held the nose gear off the ground as long as possible. After the nose gear touched down, the airplane veered to the right and came to a stop. An FAA controller in the control tower at LNS observed the landing gear in the down position on approach, during landing and the initial roll out, and that the gear appeared to "just collapse".

The initial tire marks on the runway from the main landing gear were straight and parallel to the runway centerline. The main landing gear marks were about 350 feet long, the nose gear mark was about 150 feet long. The airplane came to rest upright on the right side of the runway, on a heading of about 230 degrees magnetic. Both main landing gear were in the "up" position, the nose gear was down, damaged, and canted towards the right. The left horizontal stabilizer left elevator and left aileron were substantially damaged.

On March 11, 2019, Ms. Elicker provided the following information:

On October 6, 2016 FAA airworthiness inspectors examined the airplane at a maintenance facility at LNS. An initial inspection found the airplane upright resting on all landing the extended landing gear, the nose gear assembly was damaged and displaced, both main landing gear were down, with the right gear lock mechanism engaged, the left gear lock mechanism disengaged. The airplane was jacked and balanced such that all three landing gear were off the ground. The right main gear was manually unlocked, and hydraulic and electrical power applied to the airplane. As power was applied the gear unsafe horn sounded. The landing gear lever was moved

to the extend position, and both main landing gear moved to the down and locked position. The main landing rear locks were manually released, and the procedure repeated two additional times, with the same results. The landing gear was not retracted during the test, due to the damage to the nose wheel assembly.

The landing gear indicating system, unsafe warning horn, operating lever and main landing gear lock system all functioned properly. The hydraulic reservoir level was about 1/16 inch above the "add" line.

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