



MEMORANDUM for RECORD

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: May 5, 2021
Wreckage Examination
NTSB Accident Number: ERA21LA147 – Johnstown, New York

WRECKAGE EXAMINATION

General:

The wreckage of N4629K, a Cessna P210N, was examined on May 5, 2021, by Francis Corey of Richmor Aviation. The examination was overseen by FAA Inspector Timothy B. Shaver (Albany FSDO) at the Fulton County Airport (NYO) in Johnstown, New York.

As reported via email:

The following was the configuration of the airplane as it was found before the examination began: The front and mid seats had been removed from the seat rails and placed in the aircraft. The aircraft center pedestal had been disassembled and the landing gear hydraulic power pack had been removed and placed on the cabin floor. The 30 amp landing gear circuit breaker was pulled.

Damage was noted to the left horizontal stabilizer and the left elevator. The damage caused the elevator to bind while going through its travel. The left wing tank fuel vent had a rubber hose attached to it with a bolt plugging the hose.

Mr. Corey examined under the instrument panel for burnt/discolored wires; none were found. He unsecured the circuit breaker panel from the pilot's sidewall to visually inspect; however, noted no burnt wires or breakers. The 30 amp landing gear circuit breaker appeared normal and did not smell burned. No wires were removed or disconnected during the evaluation. Mr. Corey resecured the circuit breaker panel to the pilot's sidewall. The plastic sump jar, P/N S1258-2, that attaches to the hydraulic power pack and mounts next to the motor assembly, was found hanging in the center pedestal by its plumb-

ing, was disfigured due to the motor assembly overheating. The motor assembly also showed signs of contact with the sump jar and had an odor consistent with being overheated. The wires for the hydraulic pressure switch appeared normal. Mr. Cory was unable to determine the hydraulic fluid level given that the landing gear hydraulic power pack was already removed. He examined the subfloor from fuselage station 18.00 to about fuselage station 79.00 by removing floor panels as needed; found standing water in the belly and very slight evidence of Mil-5606 fluid, although not enough to suggest an external system leak. He gained access to the main gear actuators by removing the forward fasteners from the floor panel above them. He examined the actuators and plumbing; no external leaks were noted. He reinstalled all floor panels that were removed. There was no evidence of an external leak on the nose gear actuator or plumbing. He examined the hydraulic pump motor contactor by using an Ohm meter, and found the contactor open.

The trouble shooting guide was used from Section 5A, page 5A-7 of the P210 series service manual. Some possible sources of failure include: a defective/ out of adjustment pressure switch, internal leakage in the gear actuators or the power pack relief valve out of adjustment. These were unable to be examined since the power pack was removed and the airplane was not on jacks.

The aircraft was left in the configuration that it was found in before this evaluation was started.