



RECORD OF EMAIL

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Western Pacific Region

Date: January 17, 2018
Person Contacted: Mr. Timothy Hughes (FAA Inspector)
NTSB Accident Number: WPR18LA058

Narrative:

The following is a synopsis of the information provided by Inspector Hughes in an email.

The Cessna 210J airplane, N222AT, operated by a private pilot, was substantially damaged during wheels down landing. Subsequent to the incident, while on approach for landing at SBD (San Bernardino), the pilot noticed that his left main landing gear was not completely down. Following several attempts to lower the gear, the pilot notified SBD ATO (Tower). A local San Bernardino Sheriff helicopter nearby flew next to N222AT and performed visual inspection with inferred camera and reported left main is not safe. Pilot for N222AT performed several go around patterns to burn off fuel and at 08:14 attempted a gear down landing. The Cessna 210J landed and remained level until final deceleration when the aircraft titled left and the left main gear collapsed. The left wing tip collided with a runway light and spun the aircraft hard left where it skidded and came to rest at the intersection of taxiway Bravo and runway 6. The personal flight was being conducted under 14 CFR Part 91. The pilot reported no injuries. The flight originated at Chino airport, at approximately 06:00 edt.

In his statement, the pilot said that he just picked his aircraft up from a maintenance facility and was returning to his base hanger at SBD airport. The pilot entered a two mile out approach for runway 6, lowered the gear, and put the flaps down. He looked at the landing gear mirror and saw that the left main gear did not look right. The gear position indicator lights indicating the left main gear was not down and locked. The pilot aborted the approach and climbed out then started go around patterns of the airport. The pilot recycled the gear 4 to 5 times. He could get the left gear to swing, but could not get it all the way down into the locked position. The pilot decided to attempt a landing gear down landing and the ATO had ARFF vehicles standing by. The pilot stated that on landing the Cessna seemed to be maintaining a level landing, but as the aircraft reached slower taxi speeds the aircraft tilted left and left main gear collapsed. Pilot said he could hear the left aft

elevator scraping the ground which caused the aircraft to turn left and dip down, he then felt a quick left hand jerk of the aircraft and then it skidded sideways and came to rest. The pilot stated that the ARFF personnel were there within seconds of aircraft stopping and assisted him out. Once the pilot gained his composure he started inspecting his aircraft and noted that the left wing tip had collided with a runway light which spun the aircraft hard left where it skidded and came to rest at the intersection of taxiway Bravo and runway 6.

A Federal Aviation Administration (FAA) inspector examined the airplane at the SBD airport where the airport management personnel had towed it to hanger #6. The airplane's bottom antennas had major scrapes and both left and right forward landing gear cover panels had scrapes and the left panel was wrinkled around the outside edges. The airplane's aft left outboard lower elevator tip had major skin scrap damage and wrinkled where the elevator tab attaches to the actuator rods to the main elevator structure.

The left wingtip had major skin scrap damage along the outer under side and the wingtip light cover was busted. Examination of the left main landing gear revealed that the left main landing gear saddle was busted all the way through but no surrounding parts or items look to have contributed to the saddle's failure. No anomalies were revealed with the engine controls or other airplane systems. The broken saddle was given to FAA inspector and subsequently shipped to NTSB for metallurgy inspections.

Amendment 39-5124, dated August 28, 1985, to Airworthiness Directive (AD) 76-14-07 R2 CESSNA, regarding Cessna Models 210B - 210G, with 1,025 hours time in service, and each 25 hours subsequent, require inspection of main landing gear saddles, part numbers 1241423-1 and 1241423-2, for cracks using dye penetrant procedures outlined in paragraph E of the AD. Cracked saddles require replacement prior to further flight. The AD further states that within 100 hours time in service after August 16, 1976, or prior to April 1, 1977, whichever occurs later, landing gear saddles are to be replaced with improved saddles of the same part number, in accordance with Cessna Service Letter SE 75-26, dated December 5, 1975. The improved landing gear saddles are to be inspected for cracks at each annual inspection using the dye penetrant procedure.

Examination of the airplane's Airworthiness Directives Compliance Log showed that new landing gear saddles (same part number, 1241423-1 and 1241423-2) were installed. At the time of the incident, the landing gear saddles were past due for the dye penetrant procedures. An ongoing FAA investigation is being conducted into the reasoning of why the Airworthiness Directives Compliance of AD 76-14-07 R2 was not performed before this incident.