

From: [Marvin Coolidge](#)
To: [Little Thomas](#)
Subject: Re: NTSB follow-up request for maintenance record data / engine data WPR19LA237 N501SF, Cessna 210M, Eugene, Oregon, August 20, 2019
Date: Monday, December 6, 2021 8:29:04 PM
Attachments: [image001.png](#)

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After jacking aircraft and inspecting landing gear it was found that the electric motor that runs the hydraulic power pack pump had power to it. It is believed that the motor did not shut off and overheated and burnt itself out which would have caused smoke in the cockpit. The landing gear by use of the emergency hand pump cycled the gear both up and down to the lock positions.

Engine Continental
Model TSIO-520-R9
S/N294480-R
Horsepower
Engine TTSN 952.2 (At event)
Last annual inspection (June 19 2019)
Time since last inspection (4/6/2020, IRAN Prop strike inspection)
TSOH 952.2
Airframe TT 3644
Time since last inspection 24.2
Time since accident .6

On Fri, Dec 3, 2021 at 5:09 PM Little Thomas [REDACTED] wrote:



RE: WPR19LA237

From: Marvin Coolidge [REDACTED]
Sent: Tuesday, December 21, 2021 5:06 AM
To: Little Thomas [REDACTED]
Subject: Re: NTSB follow-up request for maintenance record data / engine data WPR19LA237 N501SF, Cessna 210M, Eugene, Oregon, August 20, 2019

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Good Morning

As of now the only trouble shooting that has been done is confirming that power goes to the motor, The aircraft is still under repairs as the owner elected to pay out of pocket and payes when he can. After the sheet metal repair work is complete more troubleshooting and repair to the gear Motor/Power pack will be done as it could be a stuck pressure switch that allowed the motor to continue to run and not shut off once the gear was up and hydraulic pressure had built up.

Marvin Coolidge

[REDACTED]