

Dan Baker
Senior Air Safety Investigator
AS-WPR

Date: January 8, 2024

Subject: WPR23LA321, FAA Narrative of Events

Contact: Peter Beck, Aviation Safety Inspector, Sacramento FSDO

Mr. Beck provided the following narrative of events regarding the August 21, 2023, accident involving a Cessna T210 airplane (N6535B) at Napa, California.

On August 21st, 2023, at approximately 12:00pm PDT, the pilot was operating N6535B, A Cessna T210M, on a relocation flight with the owners on board. The aircraft was being flown to a place where the annual inspection could be performed. At approximately 3,500' MSL, the pilot reported experiencing a complete electrical failure with equipment losses including comm's, GPS, avionics, landing gear position indicator and more. After squawking 7600 the pilot began a descent to the west of Napa and began troubleshooting. Pilot was able to regain comm one and immediately contacted Napa Tower and was cleared to land on 19R. While established on the downwind, the pilot positioned the gear selector handle to Gear Down, but with the lack of electrical power the gear failed to engage. The pilot then began performing the Manual Gear Extension in accordance with the Pilot's Operating Handbook, reported the landing gear malfunction to the tower and initiated a go around. Pilot reported pumping the manual extension handle more than 55 times and stated that the handle was very stiff by the end of pumping it. Pilot reported having no indication that the gear was down and locked as the indicator lights had failed with the electrical failure and there was no mirror mounted for visually viewing the position of the gear. While on base, after confirming with the tower (who was viewing the aircraft through binoculars) that the landing gear appeared to be down, the pilot decided to land on 19R. The tower confirmed again that the gear appeared to be down while on final, and so the pilot continued with the intent of a normal landing, while planning to hold the

nose gear off the runway for as long as possible just in case it was not locked in the down position. The landing gear collapsed upon contact with the runway. The pilot lost directional control and the aircraft swerved to the left, rolled onto the grass and into a bush, stopping any further movement. The right wing, right horizontal stabilizer were damaged, and there was a prop strike. There were no injuries.