

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR24LA126

AIRFRAME EXAMINATION

April 29, 2024

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A. ACCIDENT

Location: Auburn, Washington
Date: April 11, 2024
Time: 1345 Pacific daylight time
Airplane: Cessna P210N, N806RC

B. AIRFRAME EXAMINATION

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C. SUMMARY

On April 11, 2024, about 1345 Pacific daylight time, a Cessna P210N, N806RC, was substantially damaged when it was involved in an accident near Auburn, Washington. The pilot was not injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

The pilot reported that an annual inspection had recently been completed on the airplane and he was conducting a system's check in the local practice area. Once he arrived in the practice area, he lowered the landing gear, but the landing gear position indicator lights did not illuminate. The pilot said that he could hear the hydraulic pump operating continuously and attempted to cycle the landing gear a second time. Following an unsuccessful attempt to cycle the landing gear, he utilized the emergency landing gear extension procedure. While utilizing the emergency hand pump, he felt marginal resistance and noted that the landing gear did not extend.

After completing additional troubleshooting for extending the landing gear, he conducted a low approach over the Auburn Municipal Airport (S50), Auburn, Washington. A witness located on the airport observed the low approach, reported the landing gear looked like it was down/extending position. The pilot looked through an externally mounted mirror and believed the landing gear appeared to be in the down and locked position. During the landing roll on runway 34, the right main landing gear collapsed, and the airplane veered to the right side of the runway and struck a runway sign and a light.

Postaccident examination of the airplane revealed that the right horizontal and elevator were substantially damaged.

D. DETAILS OF THE EXAMINATION

1.0 Airframe Examination

Examination of the recovered airframe revealed crushing and bending of the right outboard wing tip. Damage to the right horizontal stabilizer and elevator, about mid span was also observed. The observed hobbs meter time was 683.3 hours.



Figure 1: View of the accident airplane during examination.



Figure 2: View of right wing tip damage.



Figure 3: View of right horizontal stabilizer and elevator damage.

1.1 Landing Gear

The airplane was stabilized using floor jacks and a tail stand. The seats, interior, and fuselage inspection panels were removed. A visual examination of the landing gear hydraulic system was conducted, no damage was observed. The emergency hand pump was extended and pumped. Red in color liquid, consistent with hydraulic fluid was observed coming from the left main landing gear actuator. The left main landing gear actuator was removed, and crack about 3 ½ inches was observed on the actuator housing. The actuator was retained for further examination.

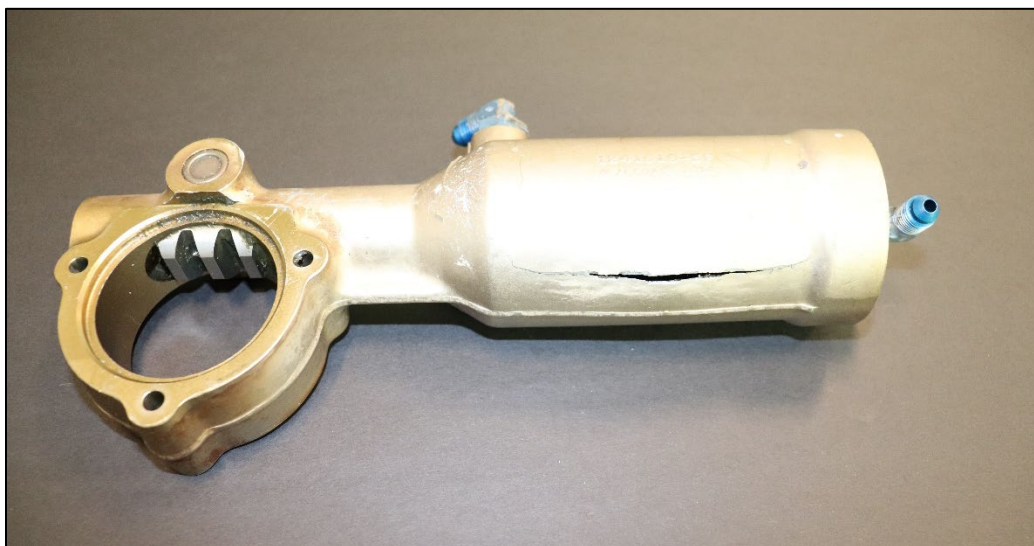


Figure 4: View of left main landing gear actuator.

On May 2, 2024 the hydraulic power pack was removed from the airplane and retained for further examination.

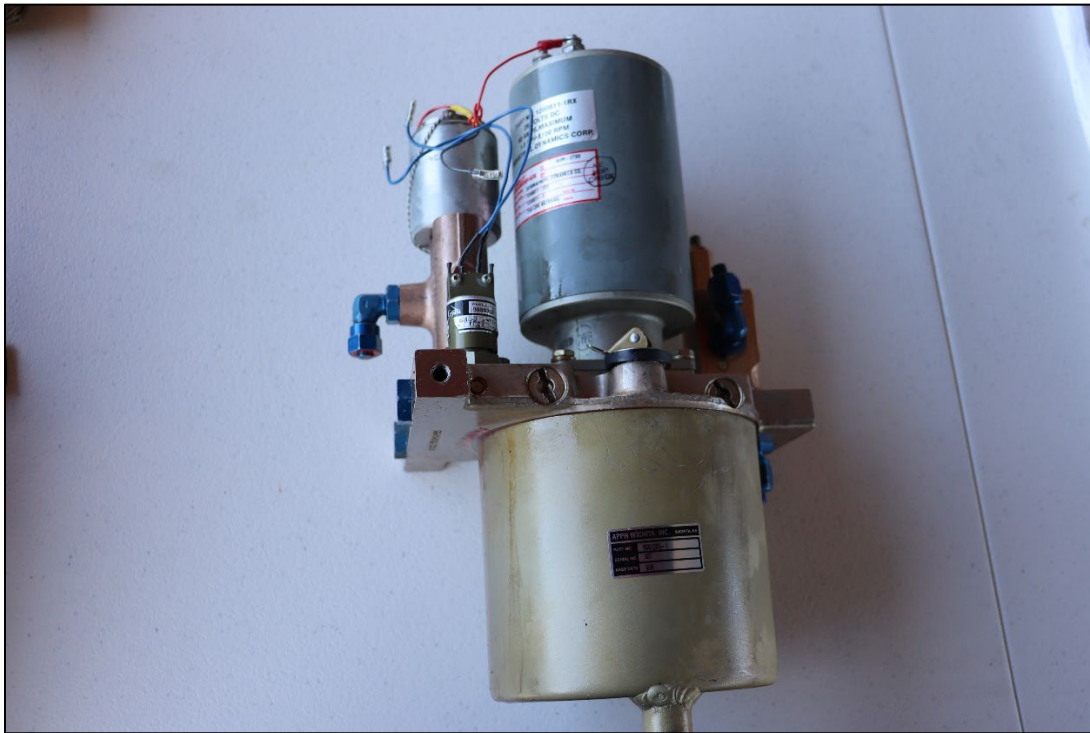


Figure 5: View of hydraulic power pack.

Submitted by:

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