

**Aviation Safety Investigation Report  
198401395**

**Cessna 210L**

**7 August 1984**

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

**NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at [www.atsb.gov.au](http://www.atsb.gov.au).**

**Occurrence Number:** 198401395  
**Location:** Bankstown NSW  
**Date:** 7 August 1984  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1548

|              | Fatal    | Serious  | Minor    | None     |
|--------------|----------|----------|----------|----------|
| Crew         | 0        | 0        | 1        | 1        |
| Ground       | 0        | 0        | 0        | -        |
| Passenger    | 0        | 0        | 0        | 2        |
| <b>Total</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>3</b> |

**Aircraft Details:** Cessna 210L  
**Registration:** VH-EJC  
**Serial Number:**  
**Operation Type:** Business Travel  
**Damage Level:** Substantial  
**Departure Point:** Coolangatta QLD  
**Departure Time:** 1145 (Aprx)  
**Destination:** Sydney NSW

**Approved for Release:** 20th August 1985

**Circumstances:**

On arrival in the destination circuit area the pilot was unable to obtain a safe "down and locked" indication for the landing gear. A diversion to a more suitable aerodrome was carried out and after all efforts to lock the left main gear down were unsuccessful, a safe landing was made with all wheels retracted. Damage was confined to the propeller blades and the under skin of the fuselage. The right main gear would not lock down because the lock mechanism was corroded and dirty. The corrosion and foreign matter prevented the down lock hook from positioning correctly.