

**Aviation Safety Investigation Report  
199000074**

**Cessna C177RG**

**2 February 1990**

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**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:** 199000074

**Occurrence Type:** Accident

**Location:** Jandakot Airport WA

**Date:** 2 February 1990

**Time:** 1300

**Highest Injury Level:** Nil

**Injuries:**

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

**Aircraft Details:** Cessna C177RG

**Registration:** VH-JYH

**Serial Number:** 177RG0316

**Operation Type:** Private

**Damage Level:** Substantial

**Departure Point:** Kalbarri Authorised  
Landing Area WA

**Departure Time:** 1015

**Destination:** Jandakot Airport WA

**Approved for Release:** 25th October 1991

### **Circumstances:**

Approximately 30 minutes into the flight, the pilot realised that the aircraft performance was less than expected. The pilot and passenger then observed the landing gear had not fully retracted and was in a trailing position. Upon arrival at the destination, several unsuccessful recycles were attempted and low level passes made for inspection purposes. Further unsuccessful attempts were made to extend and/or retract the landing gear. The aircraft made an approach with the landing gear trailing. During the landing flare, the landing gear folded into the retract positions and the aircraft settled firmly onto the grass flight strip. The investigation concluded that a metal saddle supporting the landing gear hydraulic lines had worn loose. A section of that line had then become chafed from contacting the main landing gear assembly during extension/retraction cycles. Eventually the line fractured, resulting in loss of hydraulic fluid. Subsequent attempts to recycle the landing gear depleted the hydraulic reservoir, leaving the landing gear in the trailing position.

### **Significant Factors:**

The following factors were considered relevant to the development of the accident

1. Hydraulic line saddle became loose in service.
2. Operation of the landing gear subsequently chafed the hydraulic circuit.
3. The landing gear was unable to be extended or retracted following failure of the landing gear hydraulic circuit.