

**Aviation Safety Investigation Report
199003064**

Cessna 210-M

30 April 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.

Occurrence Number: 199003064
Location: Lake Julius QLD
Date: 30 April 1990
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1130

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	2

Aircraft Details: Cessna 210-M
Registration: VH-STB
Serial Number: 21062771
Operation Type: Private
Damage Level: Substantial
Departure Point: Mt Isa QLD
Departure Time: 1110
Destination: Lake Julius QLD

Approved for Release: 16th May 1990

Circumstances:

The pilot reported that on arrival at Lake Julius, a practice forced landing was being conducted with power reduced to idle. The landing gear warning horn sounded but it was decided to leave the wheels up to improve gliding performance. During the pattern, the power was increased to silence the horn and warm the engine while a radio transmission was made, and the power was again reduced to idle. The pilot stated that he was high on final and extended full flap and sideslipped to lose height. The landing gear horn was still sounding but he omitted to lower the landing gear before the aircraft touched down. The instructor stated that the approach was high throughout, and that he was contemplating a go around. When it became apparent that a full stop landing could be accomplished with adequate runway available, he had failed to realise that the landing gear had not been extended. The aircraft came to rest half way along the 900 metre gravel strip with the landing gear in the retracted position. This accident was not the subject of an on-scene investigation.

Significant Factors:

The following factor was considered relevant to the development of the accident

1. Pilot forgot to lower the landing gear.