

**Aviation Safety Investigation Report
198903748**

Cessna 210-M

3 February 1989

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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: 198903748
Location: Barcaldine QLD
Date: 3 February 1989
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 910

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	1

Aircraft Details: Cessna 210-M
Registration: VH-TYM
Serial Number: 21061786
Operation Type: Charter
Damage Level: Substantial
Departure Point: Alpha QLD
Departure Time: N/K
Destination: Barcaldine QLD

Approved for Release: March 16th 1989

Circumstances:

The aircraft was operating a freight carrying flight from Alpha to Barcaldine. Weather conditions at the destination were such that it was necessary for the pilot to conduct an instrument approach. He reported that he elected to leave the extension of the landing gear until after the completion of the approach. He further stated that he completed the prelanding checks but does not recall observing the gear position indicator lights. The aircraft was subsequently landed on runway 01 with the landing gear retracted. An inspection of the aircraft did not reveal any fault with the landing gear system that could have contributed to the occurrence. The pilot believes that he was distracted during the approach and landing sequence by the operation of the radio and the need, because of a 20 knot crosswind on runway 01, to decide on which runway to land. This accident was not the subject of an on-site investigation.

Significant Factors:

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

1. The pilot allowed his attention to be diverted from the operation of the aircraft during the final stages of the approach.
2. The pilot did not extend the landing gear and did not ensure that it was correctly positioned prior to landing.
3. The pilot was distracted during the landing sequence by the operation of the radio and the wind conditions at Barcaldine.