

**Aviation Safety Investigation Report  
198902576**

**Cessna 210-M**

**17 September 1989**

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.

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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).**

This accident was not formally investigated by the Bureau.

**Occurrence Number:** 198902576      **Occurrence Type:** Accident  
**Location:** Port Macquarie NSW  
**Date:** 17 September 1989      **Time:** 1513  
**Highest Injury Level:** Nil  
**Injuries:**

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

**Aircraft Details:** Cessna 210-M  
**Registration:** VH-AQH  
**Serial Number:** 21062843  
**Operation Type:** Aerial Work  
**Damage Level:** Substantial  
**Departure Point:** Port Macquarie NSW  
**Departure Time:** N/K  
**Destination:** Port Macquarie NSW

**Approved for Release:** 22nd February 1990

**Circumstances:**

The pilot was undergoing a ninety day flight check. On the downwind leg of the second circuit when the landing gear was selected down, the nosegear extended and locked but both maingear legs remained retracted. Attempts to manually pump the maingear down were unsuccessful and the nosegear could not be retracted. The instructor landed the aircraft on the grass with the nosegear extended and the maingear retracted. Subsequent investigation revealed the aircraft hydraulic system had suffered a total fluid loss. The loss occurred from a hole in a hydraulic down line caused by abrasion from a rudder cable fork end.