

**Aviation Safety Investigation Report
198602640**

Cessna 210-M

24 February 1986

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.

Occurrence Number: 198602640
Location: Caloundra QLD
Date: 24 February 1986
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1000

| | 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-IDZ
Serial Number:
Operation Type: Private (Pleasure)
Damage Level: Substantial
Departure Point: Brisbane QLD
Departure Time: 930
Destination: Caloundra QLD

Approved for Release: May 5th 1987

Circumstances:

The aircraft touched down, in a three point attitude, just short of the sealed runway and bounced. The pilot applied power and the aircraft was landed, mainwheels first, on the runway. Towards the end of the landing roll, as the nose of the aircraft was lowered, the propeller contacted the runway and the aircraft came to rest with the nosewheel pushed back against the gear doors. Pieces of metal from the nosegear landing assembly were found along the runway. No evidence was found of any pre-existing defect in the nosewheel mechanism. At the point of touchdown the nosewheel struck the five centimetre high lip at the end of the sealed runway. This impact broke the bearing end of the nosegear retraction assembly actuator which resulted in the nosegear collapsing.