

**Aviation Safety Investigation Report
198300076**

Cessna 210N

8 December 1983

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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.

Occurrence Number: 198300076 **Occurrence Type:** Accident
Location: "Albilbah" (65 km S Isisford) QLD
Date: 8 December 1983 **Time:** 1515
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	4
Total	0	0	0	5

Aircraft Details: Cessna 210N
Registration: VH-BKD
Serial Number:
Operation Type: Private Travel
Damage Level: Substantial
Departure Point: Longreach QLD
Departure Time: 1427
Destination: Broken Hill NSW

Approved for Release: 25th March 1985

Circumstances:

During cruising flight the pilot noticed an indication of a high battery discharge rate, and saw that the alternator and landing gear pump circuit breakers had popped. Both breakers were reset, but a short time later the gear pump breaker popped again. The pilot reset the device and shortly afterwards smoke was observed coming from the centre console area. The pilot elected to make an immediate landing on a short, disused strip. The aircraft overran the strip and the pilot steered the aircraft into a tree to avoid running into a gully. An internal fault in the landing gear hydraulic pump resulted in damage to the pump motor, which then ran continuously, overloading the circuit. The resetting of the circuit breaker allowed the overload condition to continue until the over-heated powerpack venting system failed and hydraulic oil was sprayed over the unit, producing the smoke in the cockpit. The pilot subsequently misjudged his approach and touched down half way along the selected strip.