

**Aviation Safety Investigation Report**  
**198404498**

**Cessna 210L**

**28 June 1984**

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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).**

**Occurrence Number:** 198404498  
**Location:** Kalgoorlie WA  
**Date:** 28 June 1984  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1410

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

**Aircraft Details:** Cessna 210L  
**Registration:** VH-KWW  
**Serial Number:**  
**Operation Type:** Private-Travel  
**Damage Level:** Substantial  
**Departure Point:** Orleans Farm,  
1020 100km East of  
**Departure Time:** Esperance WA  
**Destination:** Esperance WA

**Approved for Release:** March 21st 1986

**Circumstances:**

When the pilot selected the gear up after take-off, the retraction cycle took longer than normal. The gear was selected down prior to the next landing and although the gear up light extinguished the gear motor did not operate and the gear down light did not illuminate. Attempts to lower the gear using the manual system were unsuccessful and the aircraft was diverted to a more suitable airfield. During the subsequent landing roll the main gear, which was only partially extended, collapsed. Although the pilot was experienced on the aircraft type and carried out a trouble check of the gear system, he did not reset the hydraulic pump circuit breaker, which had tripped. The circuit breaker had probably tripped during the retraction cycle after the previous take-off. The reason the manual extension did not operate could not be determined.