

**Aviation Safety Investigation Report
198900018**

Cessna 210

18 October 1989

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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.

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: 198900018 **Occurrence Type:** Accident
Location: "Wirribilla" 22 km North of Mt Sandon NSW
Date: 18 October 1989 **Time:** 1700
Highest Injury Level: Nil
Injuries:

	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
Registration: VH-TIU
Serial Number: 21062324
Operation Type: Private
Damage Level: Substantial
Departure Point: Maitland NSW
Departure Time: 1615
Destination: Wirribilla NSW

Approved for Release: 7th November 1989

Circumstances:

In the circuit area while making an approach for landing the pilot allowed himself to become distracted by the dry conditions of his property and did not complete the prelanding checks or extend the landing gear. He did not hear the landing gear warning horn during the landing flare. After touching down the aircraft slid straight for 60 metres. The pilot was not injured and damage to the aircraft was confined to bent propeller blades and distorted lower fuselage structure. The landing gear warning system was found to be serviceable during a functional check of the system at the accident site. The reason why the landing gear warning horn was not heard by the pilot during the landing flare could not be determined. This accident was not the subject of a formal on-site investigation.

Significant Factors:

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

1. The pilot's attention was diverted from the operation of the aircraft.
2. The pilot failed to extend the landing gear.