

**Aviation Safety Investigation Report
199800430**

**Cessna Aircraft Company
Centurion**

11 February 1998

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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: 199800430 **Occurrence Type:** Accident
Location: Darwin, Aerodrome
State: NT **Inv Category:** 4
Date: Wednesday 11 February 1998
Time: 1657 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 210L
Aircraft Registration: VH-TCR **Serial Number:** 21061007
Type of Operation: Charter Positioning
Damage to Aircraft: Substantial
Departure Point: Peppimenarti NT
Departure Time: 1610 CST
Destination: Darwin NT

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	50.0	1700

Approved for Release: Monday, February 23, 1998

When the pilot selected the landing gear down he found that the gear was not indicating down. He could see that the main gears were extended and the control tower confirmed that the nose gear was not extended. The pilot diverted to a clear area and gained altitude to conduct further attempts to lower the landing gear. All attempts were unsuccessful. A landing was later conducted on the main gears, with the pilot shutting down the engine during the landing roll prior to the aircraft settling on its nose.

Examination of the nose landing gear found that a pin had fallen from a shaft associated with the uplock mechanism. As a result, the nose gear was locked up, with no way to release the lock. The pin was recovered when the aircraft was lifted. The reason for the pin becoming loose has not been established. It is located in an area which can not be checked during a daily inspection. The aircraft had flown about 65 hours since the previous periodic inspection.

