

**Aviation Safety Investigation Report
199700429**

**Cessna Aircraft Company
Centurion**

15 February 1997

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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 Executive Director 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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199700429 **Occurrence Type:** Accident
Location: Karratha, Aerodrome
State: WA **Inv Category:** 4
Date: Saturday 15 February 1997
Time: 1100 hours **Time Zone** WST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 210L
Aircraft Registration: VH-SKQ **Serial Number:** 21061243
Type of Operation: Charter Passenger
Damage to Aircraft: Substantial
Departure Point: Broome WA
Departure Time:
Destination: Karratha WA

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	500.0	1500

Approved for Release: Wednesday, April 2, 1997

When the landing gear was selected down on arrival at Karratha, the green down and locked light did not illuminate. The light tested serviceable on the press to test function. The landing gear motor kept running until the landing gear circuit breaker tripped. The pilot ascertained that the main landing gear was down and locked but not the nose landing gear.

The pilot then climbed the aircraft to 1,500 ft and held north of the aerodrome. He checked the hydraulic fluid level, which was satisfactory, and then cycled the landing gear approximately 15 times but still with the same result. He then made a touch and go landing in an attempt to jar the nose gear down but this also was unsuccessful. The pilot also attempted to pump the nose gear down by the emergency lowering system, again with no success.

After briefing his passengers, the pilot landed the aircraft with the nose gear retracted. Subsequent investigation revealed a fault with one of the nose gear doors which resulted in the door jamming the nose gear in the up position.