

**Aviation Safety Investigation Report
199603122**

**Cessna Aircraft Company
Centurion**

18 September 1996

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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: 199603122	Occurrence Type: Accident
Location: Sandstone, (ALA)	
State: WA	Inv Category: 4
Date: Wednesday 18 September 1996	
Time: 1416 hours	Time Zone: WST
Highest Injury Level: None	

Aircraft Manufacturer: Cessna Aircraft Company	
Aircraft Model: 210M	
Aircraft Registration: VH-TYG	Serial Number: 21061893
Type of Operation: Non-commercial Business	
Damage to Aircraft: Substantial	
Departure Point: Kalgoorlie WA	
Departure Time: 1240 WST	
Destination: Standstone WA	

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	86.0	307

Approved for Release: Thursday, November 21, 1996

The pilot reported that the radio microphone failed as he approached Sandstone. Then the landing gear motor stopped working and the gear only extended about half way when he lowered it on downwind. There was no response from the gear when the selector was subsequently moved to either the up or the down position. The pilot attempted to extend the gear using the alternate system however, the system pressure fell to zero after two or three cycles of the hand pump. He operated the pump for several more minutes without any appreciable result. At no stage did the gear lights indicate the gear was down.

As the radio was inoperative, the pilot decided to land at Sandstone rather than return to Kalgoorlie. He observed that, although the main landing gear was down, it was not as far forward as it usually was when locked. On touchdown, the main wheels were dragged backwards and the aircraft slid to a stop on its lower fuselage.

No gear faults were identified during the post-accident inspection or at the time of the repair. The system has worked normally since the accident.