

**Aviation Safety Investigation Report
199500022**

**Cessna Aircraft Company
Centurion**

06 January 1995

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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: 199500022 **Occurrence Type:** Accident
Location: Maroochydore
State: QLD **Inv Category:** 4
Date: Friday 06 January 1995
Time: 1712 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 210L
Aircraft Registration: VH-RJH **Serial Number:** 21059880
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Toowoomba QLD
Departure Time: 1542 EST
Destination: Maroochydore QLD

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type Hours Total</u>
Pilot-In-Command	Commercial	823

Approved for Release: Friday, November 3, 1995

Earlier in the afternoon the pilot had flown from Noosa to Toowoomba. After a short stay the pilot and his passengers boarded the aircraft a took off for the return journey. When the pilot selected the landing gear up it did not retract. He completed emergency checks and found that the hydraulic fluid level was low. The flight was continued to Maroochydore where engineering advice would be available.

Enroute the pilot contacted his maintenance engineer and following the discussion attempted to replenish the hydraulic fluid tank with engine oil. This was not successful.

The aircraft was landed with the gear retracted and sustained damage to the propeller and fuselage undersurface. All the occupants were uninjured.

Subsequent inspection revealed that the left maingear door actuator had separtaed allowing the hydraulic fluid to escape.