

**Aviation Safety Investigation Report
199501242**

**Cessna Aircraft Company
Centurion**

25 April 1995

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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: 199501242 **Occurrence Type:** Accident
Location: Horn Island
State: QLD **Inv Category:** 4
Date: Tuesday 25 April 1995
Time: 1440 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 210K
Aircraft Registration: VH-PQY **Serial Number:** 21059364
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Unknown
Departure Time:
Destination: Unknown

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command		500.0	800

Approved for Release: Wednesday, July 26, 1995

When the pilot selected the landing gear down, only the nosewheel locked down. He then followed the landing gear emergency extension procedure. This resulted in the left main gear being locked down but the right gear remaining unlocked. After discussing the problem with his company, the pilot landed the aircraft with the nose gear locked and both main gear unlocked. During the landing, the fuselage underside was scraped and the left tailplane bent. An inspection revealed that a seal in the right main gear actuator had failed.