

**Aviation Safety Investigation Report
199503468**

**Cessna Aircraft Company
Centurion**

19 October 1995

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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: 199503468 **Occurrence Type:** Accident
Location: Groote Eylandt, Aerodrome
State: NT **Inv Category:** 4
Date: Thursday 19 October 1995
Time: 1630 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 210L
Aircraft Registration: VH-PZO **Serial Number:** 21060298
Type of Operation: Charter Passenger
Damage to Aircraft: Substantial
Departure Point: Numbulwar NT
Departure Time: 1611 CST
Destination: Groote Eylandt NT

Crew Details:

| Role | Class of Licence | Hours on Type | Hours Total |
|------------------|-------------------------|--------------------------|--------------------|
| Pilot-In-Command | Commercial | 390.0 | 757 |

Approved for Release: Friday, November 17, 1995

The pilot reported that he had selected the landing gear down, and first stage of flap while on the downwind leg of the circuit, but did not confirm the gear position during the pre-landing check either by observing the gear down lights or a visual check of the gear position through the window.

Full flap was selected on short final, and power reduced during the flare with the aircraft settling on the runway in a wheels up landing.

An investigation failed to find any problems with the landing gear or its system, and the pilot subsequently admitted that he had forgotten to lower the gear. The gear unsafe warning horn did not activate as the pilot had used a considerable amount of engine power throughout the final approach.

Witnesses reported that after the aircraft came to a stop the landing gear appeared to be partially extended, and the gear lever was in the down position. This gives the appearance that the pilot had realised his mistake too late, and attempted to extend the gear just prior to touchdown.