

**Aviation Safety Investigation Report
199400873**

**Cessna Aircraft Company
Centurion**

08 April 1994

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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: 199400873 **Occurrence Type:** Accident
Location: Elcho Island
State: NT **Inv Category:** 4
Date: Friday 08 April 1994
Time: 1920 hours **Time Zone:** CST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 210L
Aircraft Registration: VH-BEC **Serial Number:** 21060021
Type of Operation: Charter Passenger
Damage to Aircraft: Substantial
Departure Point: Gove NT
Departure Time: 1806 CST
Destination: Elcho Island NT

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	35.0	280

Approved for Release: Monday, August 22, 1994

After selecting the landing gear down the pilot reported that the hydraulic pump motor made an unusual sound for about 20 seconds, then stopped. He attempted to pump the gear down manually but was unable to obtain a safe indication although all landing gear legs appeared to be in the down position.

Because of failing light he decided to land as soon as possible, and when flares had been arranged made an approach for runway 10. During the landing roll the pilot applied heavy braking which was evident due to scuffing and a flat on the right main wheel tyre tread. This caused the right main gear leg, which had not locked down, to rotate rearward around the hinge point and collapse. The aircraft slewed to the right, coming to rest in a shallow ditch alongside the runway.

A corrosion hole was found in the left main gear door hydraulic line which had allowed hydraulic fluid to escape overboard.