

**Aviation Safety Investigation Report  
199401381**

**Cessna Aircraft Company  
Centurion**

**26 May 1994**

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.

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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](http://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:** 199401381                      **Occurrence Type:** Incident  
**Location:** Inverell  
**State:** NSW    **Inv Category:** 4  
**Date:** Thursday 26 May 1994  
**Time:** 0720 hours                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 210J  
**Aircraft Registration:** VH-AKJ                      **Serial Number:** 21059123  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Nil  
**Departure Point:**  
**Departure Time:** 0720 EST  
**Destination:** Inverell

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command		550.0	3200

**Approved for Release:** Wednesday, March 27, 1996

Because of the condition of the strip, the technique the pilot used for takeoff was to set 20 degrees flap and apply almost full back elevator control to lift the aircraft off the ground at low airspeed and to then accelerate in ground effect before climbing away. On this occasion, after lift-off at 55 kts, the control column became jammed near the fully back position. The aileron control was partially jammed.

At about 300 ft, with the aircraft in a high nose attitude and the airspeed decreasing through 40 kts, the pilot reduced engine power and the nose attitude decreased. He was able to climb the aircraft to about 500 ft and maintain pitch control through the use of engine power and flap. The rudder was used for roll control.

The pilot conducted a straight-in approach to Inverell and landed safely.

Post-flight inspection revealed that a multi-pin plug had become detached from an ADF indicator unit in the instrument panel. The plug had lodged in the slide channel for the control column, thus causing the restriction.