

**Aviation Safety Investigation Report  
199300787**

**Cessna Aircraft Company  
Cutlass**

**03 April 1993**

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:** 199300787                      **Occurrence Type:** Accident  
**Location:** Cairns  
**State:** QLD    **Inv Category:** 4  
**Date:** Saturday 03 April 1993  
**Time:** 1530 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 172RG  
**Aircraft Registration:** VH-KPL                      **Serial Number:** 172RG0099  
**Type of Operation:** Instructional Solo  
**Damage to Aircraft:** Substantial  
**Departure Point:** Wrotham Park QLD  
**Departure Time:** 1330 EST  
**Destination:** Cairns QLD

**Approved for Release:** Wednesday, July 28, 1993

After the pilot selected the landing gear down, no gear locked down indication was received. The pilot elected to remain in the circuit area and attempted to rectify the problem. He observed that the right maingear was "dangling" and attempts to lower it by both the normal and emergency methods were unsuccessful.

After about 45 minutes when no solution could be found the pilot was advised that a landing with the landing gear retracted was the recommended course of action. The aircraft was subsequently landed on runway 12 with the gear retracted.

Inspection of the landing gear system found that a casting attached to the right gear actuator had failed. As a result, the right gear leg could not be driven to the down position.