

**Aviation Safety Investigation Report
198500145**

Cessna 310-R

4 September 1985

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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 CEO of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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.

Occurrence Number: 198500145
Location: Port Hedland WA
Date: 4 September 1985
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 0855

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	2

Aircraft Details: Cessna 310-R
Registration: VH-TWQ
Serial Number:
Operation Type: Private-Type Endorsement
Damage Level: Substantial
Departure Point: Port Hedland WA
Departure Time: 850
Destination: Port Hedland WA

Approved for Release: May 14th 1986

Circumstances:

Prior to touchdown the gear position indicator indicated that the gear was down. During the landing roll the right main gear collapsed and the right wing, engine, propeller and flap struck the ground. Collapse of the right main gear resulted from excessive wear of the right overcentre lock bush bearing. The reason for the excessive rate of wear of the bush could not be determined. Thirty six landings had been recorded since the last scheduled maintenance inspection of the gear and it is considered that some evidence of the excessive wear should have been present at that inspection.