Aviation Safety Investigation Report 198500147

Aero Commander 500A

23 September 1985

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.

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: 198500147 **Occurrence Type:** Accident
Location: Port Hedland WA
Date: 23 September 1985 **Time:** 1425
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	2
Total	**0**	**0**	**0**	**3**

Aircraft Details: Aero Commander 500A
Registration: VH-IOE
Serial Number:
Operation Type: Aerial Work-Aerial Baiting
Damage Level: Substantial
Departure Point: Pardoo WA
Departure Time: 1425
Destination: Pardoo WA

Approved for Release: March 5th 1986

Circumstances:

After the gear was selected down, no down indication was received for the right gear leg. The pilot decided to divert to Port Hedland where engineering advice was available. When it was decided that all the options were exhausted, the pilot landed the aircraft. As the right wheel contacted the ground the leg collapsed and the aircraft slid to a stop. The right maingear retract ram had become disconnected from the body of the gear leg when an improperly secured clevis caused the failure of the body fitting to which it was connected. The components had been incorrectly assembled during previous maintenance.