

**Aviation Safety Investigation Report
199801274**

**Cessna Aircraft Company
310R**

14 April 1998

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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.

Occurrence Number: 199801274 **Occurrence Type:** Accident
Location: Nyngan, Aerodrome
State: NSW **Inv Category:** 4
Date: Tuesday 14 April 1998
Time: 1709 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 310R
Aircraft Registration: VH-TXE **Serial Number:** 310R2119
Type of Operation: Charter Cargo
Damage to Aircraft: Substantial
Departure Point: Nyngan NSW
Departure Time: 1650 EST
Destination: Warren NSW

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	1358.0	3200

Approved for Release: Tuesday, April 21, 1998

The pilot of a Cessna 310 aircraft reported to Flight Service, after departing from Nyngan, that the right main landing gear appeared to have failed and he was diverting to Dubbo. He requested that emergency services be available for his arrival. An Alert phase was declared and emergency services were placed on standby. The aircraft subsequently landed at Dubbo, but the right main landing gear collapsed during the landing roll.

The pilot later reported that he heard a loud bang from the right side as the landing gear was retracting, but the retraction cycle ended with normal cockpit indications. Later, during cruise, the airspeed was observed to be about 15 kts lower than normal. At Dubbo, as the landing gear was extended, the right main gear light failed to illuminate and the gear unsafe light remained on. A low pass was flown and ground observers reported that the landing gear appeared to be down. The initial touchdown was made on the left main wheel, but as the aircraft settled onto the right main wheel the right main landing gear leg collapsed.

A subsequent inspection revealed that the right main landing gear strut had failed from fatigue cracking. The aircraft is heavily utilised in bank run activities, resulting in a high number of landing gear cycles.