

**Aviation Safety Investigation Report  
199700622**

**Cessna Aircraft Company  
310Q**

**27 February 1997**

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

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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:** 199700622                      **Occurrence Type:** Accident  
**Location:** Cambridge, Aerodrome  
**State:** TAS                                              **Inv Category:** 4  
**Date:** Thursday 27 February 1997  
**Time:** 1728 hours                                      **Time Zone** ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 310Q  
**Aircraft Registration:** VH-IFF                      **Serial Number:** 310Q0765  
**Type of Operation:** Charter      Passenger  
**Damage to Aircraft:** Substantial  
**Departure Point:** Devonport Tas  
**Departure Time:** 1634 ESuT  
**Destination:** Cambridge Tas

**Crew Details:**

| <b>Role</b>      | <b>Class of Licence</b> | <b>Hours on<br/>Type</b> | <b>Hours Total</b> |
|------------------|-------------------------|--------------------------|--------------------|
| Pilot-In-Command | ATPL                    | 60.0                     | 9500               |

**Approved for Release:** Wednesday, May 7, 1997

After selecting the landing gear down prior to landing, the gear unsafe warning light remained illuminated and there was no down and locked indication for the left main landing gear. After consultation with company engineering personnel, the pilot made a low flypast to enable an assessment from the ground as to whether the landing gear was down and locked. The pilot was advised that from the ground the landing gear appeared to be down and locked. Shortly after landing the left main landing gear collapsed.

An inspection after the accident failed to determine the reason for the collapse.