

**Aviation Safety Investigation Report  
199700983**

**Cessna Aircraft Company  
310R**

**31 March 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.

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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:** 199700983                      **Occurrence Type:** Accident  
**Location:** Horn Island, Aerodrome  
**State:** QLD                      **Inv Category:** 4  
**Date:** Monday 31 March 1997  
**Time:** 1204 hours                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 310R  
**Aircraft Registration:** VH-URS                      **Serial Number:** 310R0719  
**Type of Operation:** Charter      Passenger  
**Damage to Aircraft:** Substantial  
**Departure Point:** Coconut Island QLD  
**Departure Time:** 1100 EST  
**Destination:** Horn Island QLD

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	100.0	1530

**Approved for Release:** Thursday, June 19, 1997

The pilot reported that on departure from Coconut Island when he retracted the gear he heard an abnormal clunk. The gear unlocked light extinguished, but the pilot noticed that the aircraft was 10 knots slower in cruise indicating that the gear doors were not fully closed. On arrival at Horn Island the gear was selected down and there was no down indication for the left main gear. The pilot recycled the gear twice, changed gear indicator globes, tried side-slipping, and followed all procedures set out in the Emergency Checklist for failure of the main gear. A 500 ft flight over the airport and inspection from the ground confirmed all three wheels were extended but it could not be confirmed if they were locked. The pilot commenced an approach to runway 08 after emergency services were in place. After touchdown the left gear collapsed and the aircraft came to rest off the left side of the runway but within the flight strip. The left gear retraction rod had failed during gear retraction at Coconut Island.