

**Aviation Safety Investigation Report
199600756**

**Cessna Aircraft Company
310L**

08 March 1996

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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.

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: 199600756 **Occurrence Type:** Accident
Location: Parafield, Aerodrome
State: SA **Inv Category:** 4
Date: Friday 08 March 1996
Time: 1140 hours **Time Zone** CSuT
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 310L
Aircraft Registration: VH-BDY **Serial Number:** 310L0024
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Adelaide SA
Departure Time: 1130 CSuT
Destination: Parafield SA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	106.0	945

Approved for Release: Friday, November 22, 1996

The pilot was positioning the aircraft from Adelaide Airport to Parafield where he was instructed to join the circuit on right base for a landing on runway 08L. When the landing gear was extended the nose gear down light failed to illuminate. The pilot initiated a go around and attempted to obtain a safe indication by recycling the gear using both normal and manual methods, but without success.

An inspection from the ground indicated that the nose gear leg was trailing about 30 degrees, which was verified by the pilot of another aircraft flying close by who advised that all the gear retracted normally, but the nose gear trailed when extended.

A decision was made to land the aircraft with the gear retracted to minimise damage.

An investigation revealed that the forward retract drive tube was severely bent, and the rear drive tube bowed. This prevented the nose gear from fully extending.

The reasons why drive tubes were bent could not be determined. The aircraft may have suffered a heavy landing on the nose gear, or it may have been extended very late on the previous landing, with the nose wheel contacting the ground just prior to the gear locking into the down position, bending the tubes, but still with enough energy to engage the down lock. The pilot who flew the aircraft previously denied any knowledge of an abnormal landing.

