

**Aviation Safety Investigation Report
199603506**

**Cessna Aircraft Company
402B**

28 October 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: 199603506 **Occurrence Type:** Incident
Location: Darwin, Aerodrome
State: NT **Inv Category:** 4
Date: Monday 28 October 1996
Time: 1100 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 402B
Aircraft Registration: VH-FCL **Serial Number:** 402B0560
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Minor
Departure Point: South Goulbourne Is NT
Departure Time: 0938 CST
Destination: Crocker Is NT

Crew Details:

| Role | Class of Licence | Hours on Type | Hours Total |
|------------------|-------------------------|--------------------------|--------------------|
| Pilot-In-Command | ATPL | 350.0 | 2500 |

Approved for Release: Tuesday, November 19, 1996

On arrival at Crocker Island, during the prelanding checks, the left main landing gear would not lock down. The pilot diverted to Darwin where emergency services were available. He performed the emergency landing gear extension drill but the left main landing gear was still not indicating down and locked. The pilot flew past the tower for a visual inspection of the landing gear by the tower controller who advised that the landing gear "appeared normal". When emergency services were in place, the pilot landed. As the aircraft slowed on the landing roll, the left main gear collapsed.

Subsequently engineers discovered that the left side brace centre bushing had seized on its bolt thereby preventing the left main landing gear leg from locking down. The operator's chief engineer has formally advised the Civil Aviation Safety Authority of the mechanical fault.