

**Aviation Safety Investigation Report  
199400546**

**Cessna Aircraft Company  
402C**

**06 March 1994**

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

**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).**

**Occurrence Number:** 199400546      **Occurrence Type:** Accident  
**Location:** Snake Bay  
**State:** NT      **Inv Category:** 4  
**Date:** Sunday 06 March 1994  
**Time:** 1655 hours      **Time Zone:** CST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 402C  
**Aircraft Registration:** VH-RMQ      **Serial Number:** 402C0451  
**Type of Operation:** Air Transport Domestic Low Capacity Passenger Scheduled  
**Damage to Aircraft:** Substantial  
**Departure Point:** Bathurst Island NT  
**Departure Time:** 1643 CST  
**Destination:** Snake Bay NT

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	800.0	2500

**Approved for Release:** Sunday, June 19, 1994

The pilot noticed an abnormal noise as the landing gear retracted following takeoff from Bathurst Island. After selecting the gear down in the circuit area at Snake Bay he noticed that all three gear down lights were illuminated.

A normal circuit and landing was carried out, but during the landing roll as the nosewheel contacted the runway it collapsed rearwards, allowing the underside of the nose and both propellers to contact the runway.

Subsequent investigation revealed that the nosegear retract actuating rod had failed at the drag brace rod-end fitting. Because of the location of this failure the gear down microswitches were still actuated, giving the pilot a false gear down and locked indication.

---