

**Aviation Safety Investigation Report  
199200019**

**Cessna Aircraft Company  
340**

**23 December 1992**

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.

<b>Occurrence Number:</b> 199200019	<b>Occurrence Type:</b> Accident
<b>Location:</b> Maitland	
<b>State:</b> NSW	<b>Inv Category:</b> 4
<b>Date:</b> Wednesday 23 December 1992	
<b>Time:</b> 0715 hours	<b>Time Zone:</b> EST
<b>Highest Injury Level:</b> None	

<b>Aircraft Manufacturer:</b> Cessna Aircraft Company	
<b>Aircraft Model:</b> 340	
<b>Aircraft Registration:</b> VH-HMN	<b>Serial Number:</b> 340-0502
<b>Type of Operation:</b> Charter Passenger	
<b>Damage to Aircraft:</b> Substantial	
<b>Departure Point:</b> Bankstown NSW	
<b>Departure Time:</b>	
<b>Destination:</b> Maitland NSW	

**Crew Details:**

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	12.0	1350

**Approved for Release:** Tuesday, February 6, 1996

The pilot reported that prior to landing all landing gear system indications were normal, with all legs of the gear indicated down. After touchdown the left wing slowly lowered and the pilot was unable to prevent the wingtip and propeller from contacting the ground. The aircraft then veered to the left off the runway with the left landing gear collapsed.

Subsequent examination found a torsional overload failure of the left maingear leg torque tube originating from cracks near the fork bolt boss. The torque tube cracking is thought to be caused by repeated overloading of the torque tube assembly due to inadequate lubrication, during routine maintenance, of the retraction linkages. This is a known problem and is addressed in Airworthiness Advisory Circular (AAC) 160-4 of February 1985.

The subject torque tube was of an old design without the later modification introducing the reinforcing gusset.

