

**Aviation Safety Investigation Report  
199302154**

**Cessna Aircraft Company  
Golden Eagle**

**20 July 1993**

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.

**Occurrence Number:** 199302154                      **Occurrence Type:** Accident  
**Location:** Walgett  
**State:** NSW    **Inv Category:** 4  
**Date:** Tuesday 20 July 1993  
**Time:** 0953 hours                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 421B  
**Aircraft Registration:** VH-YRK    **Serial Number:** 421B0522  
**Type of Operation:** Air Transport Domestic Low Capacity Passenger Scheduled  
**Damage to Aircraft:** Substantial  
**Departure Point:** Dubbo NSW  
**Departure Time:** 0857 EST  
**Destination:** Walgett NSW

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	ATPL 1st Class	120.0	5300

**Approved for Release:** Tuesday, January 11, 1994

The pilot reported that he selected gear down when established inbound on the approach and noted three green lights. He stated that he rechecked the gear indications on short final and again confirmed three greens. After a normal touchdown was accomplished, the nosewheel was lowered onto the runway and braking was commenced. The right hand side of the aircraft dropped slightly, the aircraft veered right, and the pilot assumed that the right hand tyre had blown. The right hand gear then collapsed and the propellor hit the ground.

The gear collapse was due to mechanical failure of the bellcrank fitting, which then allowed the sidebrace locking mechanism to become unlocked.