

**Aviation Safety Investigation Report
198400045**

Beechcraft 65-A80

25 October 1984

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gear was not in the down position. Although this system was serviceable at the time of the accident, it was company policy that the pilots not reduce the throttle settings below 15" manifold pressure until the aircraft had touched down. It was estimated that during the go-around attempt the available power from the right engine would have been reduced by at least 25 per cent due to propeller blade damage.

Significant Factors:

1. The landing gear was not selected down prior to touchdown.
2. The gear position warning system was not set to operate at an appropriate throttle setting.
3. A go-around was attempted or continued after both propellers had contacted the ground.
4. Control of the aircraft was not maintained during the attempted go-around.