

**Aviation Safety Investigation Report  
198700733**

**Beech 76**

**5 June 1987**

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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).**

**Occurrence Number:** 198700733  
**Location:** Parafield SA  
**Date:** 5 June 1987  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1300

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

**Aircraft Details:** Beech 76

**Registration:**

**Serial Number:** ME-274

**Operation Type:** Aerial Work (Dual  
 Instruction)

**Damage Level:** Substantial

**Departure Point:** Parafield SA

**Departure Time:** 1300

**Destination:** Parafield SA

**Approved for Release:** October 30th 1987

**Circumstances:**

When the pilot selected the gear lever to the down position, only the main gear responded. Attempts to lower the nose gear were unsuccessful and the aircraft was landed with the nose gear retracted. After touchdown both propellers were feathered. However, the right propeller did not stop in the horizontal position and as the nose of the aircraft was lowered the propeller dug into the runway. The right engine was torn from the aircraft and the aircraft slewed to the right, damaging the left wing and propeller. Investigation determined that the cause of the nose gear binding, was inadequate lubrication of the nose gear door hinges. This extra resistance resulted in the actuating mechanism coming out of alignment, which caused the gear to jam. After the engines had stopped rotating, there was insufficient time for the pilot to adjust the positions of the propellers prior to the nose of the aircraft dropping onto the runway.