

**Aviation Safety Investigation Report
199300526**

**Beech Aircraft Corp
Baron**

16 March 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.

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.

Occurrence Number: 199300526 **Occurrence Type:** Accident
Location: Adelaide Airport
State: SA **Inv Category:** 4
Date: Tuesday 16 March 1993
Time: 1955 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: 58
Aircraft Registration: VH-SMW **Serial Number:** TH-694
Type of Operation: Charter Passenger
Damage to Aircraft: Substantial
Departure Point: Port Lincoln SA
Departure Time:
Destination: Adelaide SA

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type Hours Total</u>
Pilot-In-Command	Commercial	25000

Approved for Release: Thursday, October 27, 1994

The flight proceeded normally until on approach to Adelaide Airport, when the pilot found he could not extend the landing gear. The emergency system was also tried but still no gear down indication could be obtained.

A wheels up landing was then made on runway 30.

Later inspection of the gear system revealed that on the last gear up selection a gear motor over-run had occurred. This caused the gear to be jammed in the up position and for the emergency gear extension mechanism to be damaged. The reason for the gear motor over-run was a defect in the dynamic brake relay which prevented the motor operation from ceasing in the normal up position.

Significant Factors:

The following factors were considered relevant to the development of the incident:

1. A dynamic brake relay was defective.
 2. The emergency gear extension system became damaged as a result of the defective dynamic brake relay.
-