

**Aviation Safety Investigation Report  
199401906**

**Beech Aircraft Corp  
Baron**

**15 July 1994**

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.

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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:** 199401906                      **Occurrence Type:** Accident  
**Location:** Bankstown  
**State:** NSW    **Inv Category:** 4  
**Date:** Friday 15 July 1994  
**Time:** 2035 hours                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Beech Aircraft Corp  
**Aircraft Model:** E55  
**Aircraft Registration:** VH-USP                      **Serial Number:** TE820  
**Type of Operation:** Charter      Positioning  
**Damage to Aircraft:** Substantial  
**Departure Point:** West Wyalong NSW  
**Departure Time:** 1835 EST  
**Destination:** Bankstown NSW

**Crew Details:**

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	ATPL 1st Class	850.0	5300

**Approved for Release:** Friday, August 26, 1994

The pilot reported hearing a snapping sound during landing gear retraction and subsequently confirmed that the nose gear had not fully retracted. Flight Service were advised of the problem and the aircraft diverted to Bankstown. An uncertainty phase was declared and emergency procedures implemented. The aircraft subsequently made an emergency landing, during which the nose gear collapsed.

Subsequent investigation determined that the nose gear actuating rod end had failed from fatigue cracking. The fatigue had initiated from a pre-existing crack. It is likely that the original crack had originated from a previous nose gear collapse in October 1993 when the aircraft had collided with a kangaroo.