

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/705/1002

1. LOCATION OF OCCURRENCE

Albany Airport, Western Australia	Height a.m.s.l. (ft) 226 feet	Date 12.1.70	Time (Local) 1225	Zone WST
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2. THE AIRCRAFT

Make and Model Beech 95/B55 "Baron"	Registration VH-FDD	Certificate of Airworthiness	Valid from 1.2.68	Valid to 31.1.77
Registered Owner Royal Flying Doctor Service (W.A. Section) Inc., 104 St. Georges Terrace, Perth, W.A.	Operator Royal Flying Doctor Service (W.A. Section) Inc., 104 St. Georges Terrace, Perth, W.A.	Degree of damage to aircraft Substantial		
		Other property damaged		

Defects discovered

The landing gear did not lower on down selection because of a short circuit in the Steward Warner Hour Meter tripping the landing gear circuit breaker. Tripping of this circuit breaker also resulted in the loss of the undercarriage position lights.

3. THE FLIGHT

Last or intended departure point Jandakot	Time of departure 1115	Next point of intended landing Albany	Purpose of flight Positioning for Aerial Ambulance Flight	Class of operation Aerial Work
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Harold Griffith DICKS	Pilot	55	Commercial	718 hours	5188 hours	Nil

5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury
Sister Manton	Passenger	Nil			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS


Regulation or Order No.	Nature of contravention
A.N.O. 108.4.7 para. 4.2.2 (a)	The A.N.O. requires that circuit protection devices shall be arranged so that it is impossible for a Class 1 circuit to be automatically disconnected in consequence of a fault or faults in other circuits, whether Class 1 or Class 2. In this aircraft, the hour meter is a Class 2 circuit and was supplied from the Class 1 circuit which operates the landing gear and the main landing gear position indicator.

RELEVANT EVENTS

Because of a delay in commencing descent arising from communications difficulties, the pilot decided to lower the undercarriage to increase his rate of descent. He moved the selection to the "DOWN" position, and then noted that the red undercarriage "UP" light was out. He did not check the green "DOWN" light for main wheel indication or the nosewheel mechanical indicator. The pilot was not aware that an electrical short circuit prevented the lowering of the undercarriage or that it also denied him the benefit of the undercarriage position lights. After entering the circuit area, the pilot again only checked that the undercarriage selector was in the "DOWN" position and that the red "UP" undercarriage light was out. He approached to land in a wind of 25-30 knots, with a relatively high power setting, which masked the audible warning device. Just prior to touchdown the pilot throttled back and heard the warning horn but too late to initiate a go around and the aircraft settled to the runway with the undercarriage fully retracted. The aircraft slid for 300 feet before coming to rest.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot did not conduct adequate cockpit checks.

Report approved 	Designation Assistant Director-General (Air Safety Investigation)	Date 22.6.1970
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DEFINITIONS

ACCIDENT - An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all those persons have disembarked and in which

- (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached to the aircraft; or
- (b) the aircraft suffers substantial damage.

FATAL INJURY - Any injury which results in death within 30 days.

SERIOUS INJURY - Any injury other than a fatal injury which

- (a) requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received; or
- (b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- (c) involves lacerations which cause severe haemorrhages, nerve, muscle or tendon damage; or
- (d) involves injury to any internal organ; or
- (e) involves second or third degree burns, or any burns affecting more than five percent of the body surface.

MINOR INJURY - Any injury other than as defined under "Fatal Injury" or "Serious Injury".

DESTROYED - Consumed by fire, demolished or damaged beyond repair.

SUBSTANTIAL DAMAGE - Damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component. The following types of damage are specifically excluded: engine failure, damage limited to an engine, bent fairings or cowlings, dented skin, small punctured holes in the skin or fabric, taxi-ing damage to propeller blades, damage to tyres, engine accessories, brakes, or wingtips.

MINOR DAMAGE - Damage other than as defined under "Destroyed" or "Substantial Damage".