

**Aviation Safety Investigation Report
198903797**

**De Havilland Canada DHC2-Mk1
Beaver Amphibian**

10 August 1989

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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.

Occurrence Number: 198903797 **Occurrence Type:** Accident
Location: Palm Bay, Long Is, 10 km West of Hamilton Is QLD
Date: 10 August 1989 **Time:** 745
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	1

Aircraft Details: De Havilland Canada
DHC2-Mk1 Beaver
Amphibian
Registration: VH-HQE
Serial Number: 298
Operation Type: Charter
Damage Level: Substantial
Departure Point: Shute Harbour Airstrip QLD
Departure Time: 0740
Destination: Palm Bay QLD

Approved for Release: 10th October 1989

Circumstances:

After a normal preflight inspection and takeoff, the pilot selected the landing gear up. The indicators were later checked and the pilot found that all the up lights were indicating normally, but one down light was also on. During the short flight the pilot operated the landing gear a number of times. He was satisfied throughout the flight that the landing gear was retracting; his only concern being whether the gear would extend again on his return flight. During the gear checking the aircraft arrived in the circuit area of the destination. The pilot made routine radio calls to his company and Townsville Flight Service, checked for boats in the landing area and noted that there were only four landing gear lights illuminated. On touchdown the pilot was unable to prevent the aircraft from pitching excessively nose down. The aircraft came to rest with the engine and some of the wings in the water. Subsequent actions by the pilot and a nearby boat resulted in the aircraft being righted and then towed to a mooring site. The landing gear had been in the down position for the landing. Since the landing gear indicating system uses four blue lights to indicate gear up and four green lights to indicate gear down, the pilot concedes that he had not noted the colour of the lights adequately in order to determine whether the gear was up or down.

Significant Factors:

The following factors were considered relevant to the development of the accident

1. Similarity of gear up and gear down indications.
2. Landing gear was operated a number of times during a short flight.

3. Pilot did not adequately check the colour of the gear indication prior to the water landing.