

**Aviation Safety Investigation Report
199002003**

Beech Aircraft Corp 58

6 September 1990

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 CEO 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 CEO 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.

The Bureau conducted a limited investigation of this accident.

Occurrence Number: 199002003 **Occurrence Type:** Accident
Location: Bankstown NSW
Date: 6 September 1990 **Time:** 1822
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: Beech Aircraft Corp 58
Registration: VH-IJG
Serial Number: TH415
Operation Type: Charter
Damage Level: Substantial
Departure Point: Bathurst NSW
Departure Time: N/K
Destination: Bankstown NSW

Approved for Release: 10th April 1991

Circumstances:

The aircraft was landing at night on runway 11C, at the end of a multi-sector cargo flight. Weather conditions were fine and clear with a light wind from the north-east. The pilot said the touchdown was normal. However, the aircraft started to pull to the right, the right tyre deflated, and the right main landing gear collapsed. Skid marks on the runway were consistent with the right wheel being locked from about 400 metres beyond the landing threshold. The skid continued for a further 124 metres, parallel to the centreline, before the right tyre deflated. The skid continued for a further 151 metres before the right main landing gear collapsed, resulting in the aircraft departing the runway to the right. A subsequent examination revealed no mechanical fault with the wheel brakes or wheel bearings. Evidence was found which was consistent with an excessive application of the right brake.