

**Aviation Safety Investigation Report
198502573**

Beech 95-B55 Baron

17 December 1985

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.

Occurrence Number: 198502573
Location: Bankstown NSW
Date: 17 December 1985
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1645

	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 95-B55 Baron
Registration: VH-EHN
Serial Number:
Operation Type: Charter (Cargo)
Damage Level: Substantial
Departure Point: Moruya NSW
Departure Time: 1645
Destination: Nowra NSW

Approved for Release: February 9th 1987

Circumstances:

On arrival in the destination area the pilot was unable to obtain a down and locked indication for the landing gear. An inspection from another aircraft indicated that the left gear was only partially extended and the pilot elected to divert to Bankstown. All further efforts to lower the gear fully by normal or emergency means were unsuccessful, and the gear ultimately jammed in the mid-position. A safe landing was subsequently made, with the aircraft touching down on a grass undershoot area and sliding to a stop on the selected runway. The pilot had been unable to extend the gear electrically because of a rigging fault in the nosegear mechanism. Manual extension had not been possible because of chipped edges on the tooth and slot of the hand cranking mechanism. The damage to the tooth and slot was considered to have resulted from some previous occasion, when the manual handle had inadvertently been left engaged during electrical operation of the gear. The crank handle, rotating at high speed, had probably come into contact with an object on the cabin floor.