

**Aviation Safety Investigation Report
198802388**

Beechcraft 95-C55

25 July 1988

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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: 198802388
Location: Bankstown NSW
Date: 25 July 1988
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 2055

	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: Beechcraft 95-C55
Registration: VH-CFS
Serial Number: TE-397
Operation Type: Charter
Damage Level: Substantial
Departure Point: Bankstown NSW
Departure Time:
Destination: Sydney NSW

Approved for Release: 30th November 1989

Circumstances:

The aircraft was making a landing approach to Sydney when the pilot observed the nose gear had failed to extend normally, after the landing gear was selected down. The aircraft was diverted to Bankstown where it was subsequently established that the nosegear trailed about 20 degrees from the locked down position. All attempts to extend the nosegear were unsuccessful. The aircraft was subsequently landed on the 36L grass strip. During the landing roll the nosegear collapsed and the aircraft settled onto its nose. Prior to making the approach and landing, the pilot said he had shut down the right engine and feathered the propeller, which was then parked in a horizontal position. On short final, the left engine was shut down and the propeller feathered. Insufficient time was available to park the propeller, which struck the ground in a vertical position. This resulted in the left engine crankshaft being fractured, at the rear of the propeller hub mounting. It is considered that the nosegear failed to extend following the failure of the aft rod end of the nosegear aft retract rod. A subsequent specialist examination determined that excessive forces were imposed on the rod end due to landing gear misrigging, following replacement of that component during a recent maintenance inspection. The aft rod end subsequently failed as a result of continued overloads.

Significant Factors:

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

1. Inadequate maintenance, in that the nosegear was incorrectly rigged following a component replacement.
2. Overload failure of aft rod end caused by the applications of excessive loads during the operation of the landing gear.

Reccomendations:

It is recommended that the actions of the pilot, although done with the best of intentions, in shutting down both engines prior to landing, be the subject of a report in the Aviation Safety Digest. The report should highlight the dangers involved in this practice, both airborne and after touchdown.