

**Aviation Safety Investigation Report
198702410**

Beech D 55

19 June 1987

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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.

This accident was not subject to an on scene investigation.

Occurrence Number: 198702410

Occurrence Type: Accident

Location: Bankstown NSW

Date: 19 June 1987

Time: 2101

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 D 55

Registration: VH-MKE

Serial Number: TE-592

Operation Type: Charter (Cargo)

Damage Level: Substantial

Departure Point: Bankstown NSW

Departure Time: 2101

Destination: Sydney NSW

Approved for Release: 18 September 1987

Circumstances:

Following a normal approach for a night landing, touchdown was made on the main landing gear. The pilot then noticed that the nose was lowering by an excessive amount, and he carried out a successful go around. Examinations from the ground and from a helicopter equipped with a searchlight revealed that the nosegear was inclined at about 30 degrees to the vertical. The position of the nosegear did not alter when the gear was cycled. After all attempts to lower the nosegear were unsuccessful, the pilot elected to carry out a landing with the main gear retracted. He was unable to use the grass flight strip alongside the lighted runway because of obstructions, and chose to land on an unlit strip. The left engine failed because of fuel exhaustion when the aircraft was on final approach. After touchdown, the aircraft slid off the end of the strip and came to rest against the boundary fence. It was determined that the nosegear retract rod plunger had failed from fatigue, resulting in the nosegear being isolated from the remainder of the landing gear system.