

Aviation Safety Investigation Report
199001994

BEECH B76

11 June 1990

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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.

This accident was not formally investigated by the Bureau.

Occurrence Number: 199001994 **Occurrence Type:** Accident
Location: Bankstown NSW
Date: 11 June 1990 **Time:** 1700
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 B76
Registration: VH-HZG
Serial Number: ME151
Operation Type: Private
Damage Level: Substantial
Departure Point: Port Macquarie NSW
Departure Time: N/K
Destination: Maitland NSW

Approved for Release: 11th June 1991

Circumstances:

The pilot had just purchased the aircraft. He reported that when the landing gear was selected down, in the Maitland circuit, the nosegear failed to extend. All attempts to lower the landing gear using both normal and emergency procedures were unsuccessful. The aircraft subsequently diverted to Bankstown where an emergency landing was carried out with the nosegear retracted. It was later found that the nosegear door forward actuating linkage had travelled into an overcentre position, preventing the nosegear doors from opening and the nose leg from extending. A mandatory service bulletin was issued by the manufacturer in October 1989 to improve the reliability of the nosegear door mechanism and to minimise the possibility of the nosegear not extending. The service bulletin was not the subject of an Airworthiness Directive in this country. No evidence was found to indicate the landing gear had been modified.