

Aviation Safety Investigation Report 199003065

Beech 58

06 May 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.

This accident was not formally investigated by the Bureau.

Occurrence Number: 199003065 **Occurrence Type:** Accident
Location: Aratula QLD
Date: 06 May 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 58
Registration: VH-SDL
Serial Number: TH 455
Operation Type: Private
Damage Level: Substantial
Departure Point: Aratula QLD
Departure Time: N/A
Destination: Archerfield QLD

Approved for Release: 15th June 1990

Circumstances:

The pilot reported that the pre-start checks were completed and the gear selector was noted in the down position with three green lights. The gear unsafe light was tested and found operational. Both engines were started, and when the brakes were released the aircraft began to roll forward under idle power, as it was parked on a slight downhill slope. The gear warning horn sounded and at the same instant the nosegear collapsed. Both engines stopped when the propellers struck the ground. The drag brace had failed due to overload, allowing the nosegear to collapse. The aircraft had recently been conducting operations from soft wet strips in the Charleville area. The nosegear assembly was twisted out of normal alignment, leading to the drag brace failure. It is considered that this damage may have occurred during the operations from the soft surfaces.