

Aviation Safety Investigation Report
198702431

Beech 58

26 October 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.

Occurrence Number: 198702431
Location: Bankstown NSW
Date: 26 October 1987
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1614

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	2

Aircraft Details: Beech 58
Registration: VH-EZG
Serial Number: TH-880
Operation Type: Aerial Work (Dual Instruction)
Damage Level: Substantial
Departure Point: Bankstown NSW
Departure Time: 1610
Destination: Bankstown NSW

Approved for Release: 3 May 1989

Circumstances:

The flight was part of a type endorsement. After completing the upper air work sequences, five circuit and landings were carried out without incident, although the fifth landing was reported as being heavier than normal. On the downwind leg of the next circuit, both pilots reported that the gear was found to be still extended when the pre-landing checks were commenced. The gear lights continued to indicate a down and locked situation, but shortly after touchdown the left maingear began to retract. The aircraft veered to the left and the nosegear retracted prior to the aircraft coming to rest, ten metres off the side of the runway. The pilots reported that, after they had vacated the aircraft, they observed the gear selector to be in the up position. Both pilots reported that they had not touched the lever during the landing. The only fault found with the undercarriage system was that the gear selector switch was worn such that the selector could be moved from "DOWN" to "UP" without overcoming the mechanical lock. The pilots had relied on the green light indication for gear position during the pre-landing checks. Neither had physically checked the position of the selector lever. The reason the wearing in the switch was not detected during maintenance and servicing of the aircraft was not established.

Significant Factors:

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

1. The gear selector switch was excessively worn, probably as a result of inadequate maintenance and inspections.
2. The pilots did not confirm that the gear selector was in the down position prior to touchdown.