

**Aviation Safety Investigation Report  
199000579**

**Beech B58 Baron**

**18 February 1990**

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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](http://www.atsb.gov.au).**

**Occurrence Number:** 199000579  
**Location:** Tindal NT  
**Date:** 18 February 1990  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1745

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

**Aircraft Details:** Beech B58 Baron  
**Registration:** VH-EZB  
**Serial Number:** TH 97  
**Operation Type:** Aerial Work  
**Damage Level:** Substantial  
**Departure Point:** Tindal NT  
**Departure Time:** N/K  
**Destination:** Tindal NT

**Approved for Release:** 5th June 1990

**Circumstances:**

Following a period a local familiarisation flying, the landing was selected down, pre-landing checks were completed and a green down-and-locked indication obtained. The aircraft subsequently landed on the lower fuselage, main landing gear doors, flaps and propeller tips. During the investigation, a retraction test and partial disassembly of the landing gear mechanism confirmed that the extension cycle had terminated prematurely. This termination was caused by interference with the down limit and indicator microswitches mounting plate by the up limit actuating screw. Movement and activation of these switches, terminated the gear down travel and presented a false gear down-and-locked indication. Only the main landing gear doors extended before the cycle stopped.

**Significant Factors:**

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

1. Failure of the landing gear to extend after a "down" selection - due to mechanical interference of the down limit switch.
2. Failure of the landing gear indicator to indicate an unsafe gear situation - due to mechanical interference of the down indicator switch. This accident was not the subject of an on-scene investigation.