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Aviation Safety Investigation Report 199000012

Beechcraft BE76

20 July 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.

Occurrence Number: 199000012 Occurrence Type: Accident

Location: Parafield Airport SA

Date: 20 July 1990 **Time:** 1503

Highest Injury Level: Nil

Injuries:

| | 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: Beechcraft BE76

Registration:VH-WZASerial Number:ME377Operation Type:Aerial WorkDamage Level:SubstantialDeparture Point:Parafield SA

Departure Time: 1400

Destination: Parafield SA

Approved for Release: 10th August 1990

Circumstances:

During a period of circuit training, the instructor simulated an engine failure after takeoff. The instructor disabled the landing gear warning horn system to reduce noise and to ensure that the student would remember to lower the landing gear, which he did when turning onto base leg. Assessing his approach to be high, the student conducted a go-around and retracted the landing gear. The subsequent circuit was abbreviated due to changing traffic and weather conditions. Final checks were completed without confirmation of landing gear position by either pilot. The aircraft was flared normally, but experienced an extended float, which the pilots attributed to a downwind component. After approximately 500-600m the aircraft settled onto the runway with the landing gear fully retracted.

Significant Factors:

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

- 1. The student forgot to select the landing gear down.
- 2. The instructor failed to adequately monitor the student's vital actions.
- 3. The crew failed to follow the check list.
- 4. The landing gear warning horn system was disabled.
- 5. The pilots were distracted by weather and circuit traffic conditions. This accident was not the subject of an on-scene investigation.