

**Aviation Safety Investigation Report  
199800386**

**Beech Aircraft Corp  
Bonanza**

**07 February 1998**

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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:** 199800386      **Occurrence Type:** Accident  
**Location:** Canberra, Aerodrome  
**State:** ACT      **Inv Category:** 4  
**Date:** Saturday 07 February 1998  
**Time:** 1015 hours      **Time Zone** ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Beech Aircraft Corp  
**Aircraft Model:** A36  
**Aircraft Registration:** VH-FIM      **Serial Number:** E-434  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Substantial  
**Departure Point:** Canberra ACT  
**Departure Time:** 1013 ESuT  
**Destination:** Merrimbula NSW

**Crew Details:**

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	158.0	1053

**Approved for Release:** Wednesday, May 20, 1998

The aircraft departed Canberra for Merimbula on a VFR flight with a departure instruction to remain on the Tower frequency. A short time after departure, ATC instructed the pilot to call Approach, but there was no reply. The aircraft was then observed to make a right turn to intercept the outbound track to Merimbula although no transponder return was being interrogated.

The aircraft was subsequently observed orbiting over the Googong reservoir. ATC tried unsuccessfully to make radio contact. Shortly after, the aircraft was observed to be returning to the airport for an approach to runway 30. On final it was evident that the landing gear was not fully extended and a full aerodrome emergency was declared. The aircraft then made a low fly pass and the tower observation confirmed that the landing gear was not down and locked. The aircraft subsequently made a wheels up landing on the grass parallel to runway 30. When the aircraft came to rest, the sole occupant walked clear of the aircraft.

During the maintenance investigation, the landing gear retraction system components were tested and found to be serviceable. The aircraft battery was found to be fully discharged.