

**Aviation Safety Investigation Report  
199601803**

**Beech Aircraft Corp  
Sierra**

**09 June 1996**

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

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

**Occurrence Number:** 199601803      **Occurrence Type:** Accident  
**Location:** Moruya, Aerodrome  
**State:** NSW      **Inv Category:** 4  
**Date:** Sunday 09 June 1996  
**Time:** 1000 hours      **Time Zone:** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Beech Aircraft Corp  
**Aircraft Model:** C24R  
**Aircraft Registration:** VH-HPQ      **Serial Number:** MC-537  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Substantial  
**Departure Point:** Bankstown NSW  
**Departure Time:**  
**Destination:** Moruya NSW

**Crew Details:**

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Private	200.0	520

**Approved for Release:** Wednesday, June 12, 1996

On entering the circuit at Moruya the pilot obtained an unsafe indication of the nose landing gear, after selecting the landing gear down. Ground observers reported that the nose landing gear was not in the full down position, however both main landing gears appeared to be down. The pilot recycled the landing gear but this was unsuccessful and resulted in an unsafe indication for both the nose and right main landing gears. Ground observers reported the nose landing gear was still not fully extended.

The pilot requested emergency services to standby and tried the emergency extension system, but this was also unsuccessful. When the emergency services were in position the pilot carried out a landing, but the nose and right main landing gears collapsed during the landing roll.

Ground inspection revealed a failed hydraulic line in the landing gear extend system. This resulted in the loss of most of the hydraulic fluid, rendering the landing gear system inoperative. The right main landing gear unlocked when the pilot cycled the system, but there was insufficient fluid remaining to retract the landing gear. The emergency system is only effective if used when the landing gear is in the fully retracted position.