

**Aviation Safety Investigation Report
199603590**

**Beech Aircraft Corp
Baron**

04 November 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.

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: 199603590 **Occurrence Type:** Accident
Location: Oakey, Aerodrome
State: QLD **Inv Category:** 4
Date: Monday 04 November 1996
Time: 1130 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: 58
Aircraft Registration: VH-GJZ **Serial Number:** TH334
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Tamworth NSW
Departure Time: 1100 EST
Destination: Oakey QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	12.0	3325

Approved for Release: Wednesday, March 12, 1997

Circumstances

When the aircraft landed, there was a crosswind from the right at about 10 kts. After a ground roll of about 300 m, the pilot elected to retract the flaps before commencing braking. Because of the crosswind, he was looking ahead of the aircraft to maintain directional control and inadvertently selected the landing gear control to the UP position. The landing gear retracted and the aircraft slid on its belly for a further 300 m.