

**Aviation Safety Investigation Report
199603880**

**Beech Aircraft Corp
Baron**

27 November 1996

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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.

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: 199603880 **Occurrence Type:** Accident
Location: Bankstown, Aerodrome
State: NSW **Inv Category:** 4
Date: Wednesday 27 November 1996
Time: 1930 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: 58
Aircraft Registration: VH-ETV **Serial Number:** TH-187
Type of Operation: Charter Cargo
Damage to Aircraft: Substantial
Departure Point: Aeropelican NSW
Departure Time: 1812 ESuT
Destination: Bankstown NSW

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	ATPL	900.0	2700

Approved for Release: Wednesday, January 22, 1997

The pilot reported that when he selected the landing gear up, after departure, he heard a loud clunking noise. The mechanical landing gear indicator showed that the nose gear was not retracted. He also noticed a reduction in airspeed, and a wind noise from the front of the aircraft.

The pilot advised Flight Service of the problem and continued to Bankstown where he extended the landing gear. However, inspection by engineers from the ground revealed that the nose gear was not fully extended. Airport emergency procedures were implemented. The aircraft was landed on the mainwheels, but the nose gear collapsed as it contacted the runway.

An inspection of the aircraft subsequently revealed that an eye-end fitting, at the actuator end of the nose landing gear push-pull rod, had failed. The operator later reported that post accident landing gear rigging checks were normal, and the landing gear had operated normally after installing a replacement eye-end fitting. The reason for the failure was not determined.