

**Aviation Safety Investigation Report  
199604027**

**Beech Aircraft Corp  
Sundowner**

**09 December 1996**

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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.

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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).**

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:** 199604027                      **Occurrence Type:** Accident  
**Location:** Hoxton Park, Aerodrome  
**State:** NSW    **Inv Category:** 4  
**Date:** Monday 09 December 1996  
**Time:** 1120 hours                                      **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Beech Aircraft Corp  
**Aircraft Model:** C23  
**Aircraft Registration:** VH-BET                      **Serial Number:** M-2072  
**Type of Operation:** Instructional Check  
**Damage to Aircraft:** Substantial  
**Departure Point:** Hoxton Park NSW  
**Departure Time:** 1015 ESuT  
**Destination:** Hoxton Park NSW

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	212.0	767

**Approved for Release:** Wednesday, January 22, 1997

The instructor reported that a normal approach was flown, with the student as the handling pilot. The aircraft was subsequently flared normally but was not held off, descending onto the runway in a level attitude and touching down on its three wheels simultaneously. The nose of the aircraft continued to lower onto the runway until the propeller struck the ground.

The operator subsequently reported that the lugs on the nose gear upper housing, which retain the hinge pin for the lower fork assembly, had failed. The nosewheel, complete with its fork assembly, had separated from the nose leg. There was no evidence of any pre-existing defects with the leg. The instructor reported that the landing did not appear to have contributed to the failure. The reason for the failure was not determined.