

**Aviation Safety Investigation Report
199501150**

**Beech Aircraft Corp
Duchess**

19 April 1995

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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.

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: 199501150 **Occurrence Type:** Accident
Location: Bankstown
State: NSW **Inv Category:** 4
Date: Wednesday 19 April 1995
Time: 1623 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: 76
Aircraft Registration: VH-JWX **Serial Number:** ME-370
Type of Operation: Instructional Dual
Damage to Aircraft: Substantial
Departure Point: Camden NSW
Departure Time:
Destination: Bankstown NSW

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	10000.0	24000

Approved for Release: Thursday, June 15, 1995

On return from the training area the pilot advised that he had an unsafe indication from the nose landing gear. The tower confirmed that the nose gear was in the retracted position so the pilot elected to return to the training area to attempt to rectify the problem. All attempts to lower the nose gear using normal and emergency systems were unsuccessful. Emergency services were placed on standby and the aircraft subsequently landed with the nose gear retracted.

Investigation revealed that the nose gear door actuating system was worn excessively and out of rigging tolerance. This allowed the system to go to an overcentre position and hold the doors in the closed position, thus preventing the nose gear from extending. The door actuating rods were incorrectly attached to the rear side of the door brackets, and the door hinges were stiff from lack of lubrication.