

**Aviation Safety Investigation Report
199501924**

**Mitsubishi Aircraft Int
MU-2B-30**

28 June 1995

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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: 199501924 **Occurrence Type:** Accident
Location: Bankstown
State: NSW **Inv Category:** 4
Date: Wednesday 28 June 1995
Time: 0734 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Mitsubishi Aircraft Int
Aircraft Model: MU-2B-30
Aircraft Registration: VH-WYY **Serial Number:** 521
Type of Operation: Charter Cargo
Damage to Aircraft: Substantial
Departure Point: Bankstown NSW
Departure Time: 0727 EST
Destination: Wagga Wagga NSW

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	ATPL	190.0	3600

Approved for Release: Monday, August 26, 1996

The pilot reported that after selecting the landing gear UP, the in-transit light remained ON. Selecting the gear DOWN failed to obtain a safe indication, with the in-transit light remaining ON. The pilot elected to hold in the Camden area, where an aerial inspection by another aircraft confirmed that the landing gear appeared to be UP, but the gear doors remained open. Attempts to lower the landing gear using the emergency system were unsuccessful, and the emergency handle appeared to be jammed. The pilot requested emergency services to standby at Bankstown. The aircraft subsequently returned and landed with the landing gear retracted.

After recovering the aircraft, minor repairs to electrical wiring, damaged as a result of the accident, were carried out. The landing gear system was then cycled several times, using both normal and emergency systems, without fault. The reasons why the landing gear initially failed to fully retract, then failed to extend by use of the emergency system, were not determined.