

**Aviation Safety Investigation Report
199502150**

**Beech Aircraft Corp
Baron**

11 July 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: 199502150 **Occurrence Type:** Accident
Location: Jandakot, Aerodrome
State: WA **Inv Category:** 4
Date: Tuesday 11 July 1995
Time: 1720 hours **Time Zone:** WST
Highest Injury Level: None

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: 58
Aircraft Registration: VH-BWJ **Serial Number:** TH-899
Type of Operation: Charter Cargo
Damage to Aircraft: Substantial
Departure Point: Perth WA
Departure Time: 1238 WST
Destination: Mount Holland WA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	ATPL	500.0	2000

Approved for Release: Thursday, November 9, 1995

The pilot reported that the flight proceeded normally to Mt Holland. In the circuit at Mt Holland gear was selected down as well at 15 degrees of flap. The flap extended normally, however only the nose gear and the right main gear indicated down and locked. The gear was recycled several times with the left main gear continuing to indicate unsafe. As the gear problem couldn't be rectified a decision was made to return to Perth. On departure from Mt Holland the flaps would not retract from their 15 degrees position. The aircraft was diverted to Jandakot to avoid congestion at Perth and to allow the use of a grass landing strip.

The aircraft was landed on the left hand edge of runway 30 at Jandakot. The plane touched down normally and as it slowed the left wing touched down on the grass alongside the runway. The plane slewed slightly to the left, and slowed gradually to a halt.

A post accident inspection indicated that the left main gear up-lock pivot bolt was corroded. The corrosion caused increased drag during gear extension and the up-lock had not released by the time gear extension had started. The left main gear actuating rod fractured in overload and the left gear remained in the up position. The right main and nose gear extended normally. The actuating rod had fractured in the vicinity of the flap motor and part of the rod had dislodged the electrical supply to it. This caused the flaps to remain at 15 degrees.

The pivot bolt is an on-condition item and is not normally checked during regular servicing. The aircraft had recently been returned to service following a two year absence after a gear-up landing. The right main pivot bolt had been removed and greased during the maintenance recovery process but the left had not.

