

**Aviation Safety Investigation Report
199400040**

**Beech Aircraft Corp
Baron**

07 January 1994

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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: 199400040 **Occurrence Type:** Accident
Location: Essendon
State: VIC **Inv Category:** 4
Date: Friday 07 January 1994
Time: 1053 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: D55
Aircraft Registration: VH-ILR **Serial Number:** TE-742
Type of Operation: Charter Cargo
Damage to Aircraft: Substantial
Departure Point: Smithton, TAS
Departure Time:
Destination: Essendon, VIC

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	2000.0	5000

Approved for Release: Sunday, June 19, 1994

Prior to landing, the landing gear was selected down and the pilot reported that he had normal down and locked indications including illumination of the single green light, the visual arrow indicating down and the nosewheel visually checked down via an external mirror. On the landing roll the left wing lowered until the propeller and wingtip hit the runway. After the aircraft came to a stop, the pilot got out to find the left main gear had not extended.

Investigation revealed that on this particular aircraft model, the single green light that indicates the landing gear is down and locked, is activated by a switch which closes when the actuator has moved to its full extent of travel. Further investigation revealed that the actuator arm linking the actuator to the left main gear was bent. This prevented the arm from extending the left main gear. The reason the actuator arm was bent was not determined.