

**Aviation Safety Investigation Report  
199300056**

**Beech Aircraft Corp  
Bonanza**

**16 January 1993**

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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:** 199300056                      **Occurrence Type:** Accident  
**Location:** Naracoorte  
**State:** SA    **Inv Category:** 4  
**Date:** Saturday 16 January 1993  
**Time:** 1700 hours                              **Time Zone** CSuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Beech Aircraft Corp  
**Aircraft Model:** A36  
**Aircraft Registration:** VH-MGM                      **Serial Number:** E584  
**Type of Operation:** Non-commercial Practice  
**Damage to Aircraft:** Substantial  
**Departure Point:** Naracoorte SA  
**Departure Time:** 1630 CSuT  
**Destination:** Naracoorte SA

**Crew Details:**

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	Commercial	0.5	350

**Approved for Release:** Thursday, March 24, 1994

The pilot in command was undergoing a check flight with a licensed pilot in the right hand seat acting as check pilot.

Both pilots stated that on downwind a landing gear down indication was noted. The gear down indication was again checked final. The aircraft landed normally on the mainwheels but as the nose was lowered the nosegear collapsed and the propeller and nose struck the runway.

After landing, the pilot stated that the landing gear lever was in the "down" position. The landing gear operation was checked by a maintenance engineer and found to be normal.

The reason for the gear collapse was not determined.