

**Aviation Safety Investigation Report
199300238**

**Beech Aircraft Corp
Baron**

03 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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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.

Occurrence Number: 199300238 **Occurrence Type:** Accident
Location: Weipa
State: QLD **Inv Category:** 4
Date: Sunday 03 January 1993
Time: 1650 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: D55
Aircraft Registration: VH-ENC **Serial Number:** TE635
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Substantial
Departure Point: Horn Island QLD
Departure Time:
Destination: Yam Island QLD

Approved for Release: Tuesday, August 23, 1994

On selecting the landing gear up after takeoff, the pilot reported hearing an unusual noise from the nosegear area. Cockpit gear position indicators did not illuminate and the nosegear mechanical indicator showed the gear leg to be in the three-quarter down position. The position of the landing gear was checked from the ground on arrival overhead the destination and the observer advised the pilot that the nosegear appeared to be trailing and the main gear legs did not appear to be fully extended.

The pilot elected to divert to Weipa to avail himself of emergency services at that location. The aircraft was subsequently landed with the landing gear retracted. All the occupants evacuated the aircraft uninjured.

Subsequent inspection of the aircraft, by a company engineer, found that all three legs of the landing gear were in the up position. The nosegear actuator rod-end fitting was broken (the failure of the rod-end probably caused the noise heard by the pilot on gear retraction). The gear was cycled several times using both the normal and emergency systems but no fault was found with the main gear or the position indicators when the gear lever and gear position were the same.

It would appear possible that the pilot inadvertently raised the gear using the emergency extension system prior to landing at Weipa.