



GOVERNMENT OF AUSTRALIA

DEPARTMENT OF TRANSPORT

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

6/753/1042

Publication of this report is authorised by the Secretary under the provisions of Air Navigation Regulations 283 (1)

1. LOCATION OF OCCURRENCE

French Island, Victoria	Height a.m.s.l. 40 feet	Date 26.10.75	Time (Local) 1905 hours	Zone ESuT
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2. THE AIRCRAFT

Make and Model Beech 35/B33 'Debonair'	Registration VH-RVD	Certificate of Airworthiness Valid from 17.4.74
Certificate of Registration issued to Don. n Civil Engineering Pty. Ltd., 411 Glen Eira Road, Caulfield, Victoria.	Operator A. Encel, 70 Princess Street, Kew, Victoria.	Degree of damage to aircraft Substantial
Defects discovered		Other property damaged Nil
Intermittent operation of the undercarriage warning horn because of wear in the microswitch throttle control arm actuator (Beech Part No. 35-369123).		

3. THE FLIGHT

Last or intended departure point French Island	Time of departure 1850 hours	Next point of intended landing French Island	Purpose of flight Local flying	Class of operation Private
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Alexander ENCEL	Pilot	41	Private	7	421	Nil

5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury
ENCEL	Passenger	Nil			

6. RELEVANT EVENTS

The pilot, who had only recently commenced flying Beech 'Debonair' aircraft, decided to continue type familiarisation at a private landing area on the north-west coast of French Island. He initially carried out a series of touch-and-go landings on the 190⁰ M strip into a light southerly breeze and, on each downwind leg, he followed the practice of closing the throttle to check the undercarriage warning horn. The pilot then climbed the aircraft to 3500 feet and completed several stalls. The undercarriage horn apparently sounded each time the throttle was closed. Finally, from 2000 feet, he commenced a practice forced landing back onto the strip. However, on this occasion, when the throttle was closed, the pilot could not recall the horn sounding. He stated that he pushed the undercarriage lever down on base leg and rechecked it in the down position on final but he did not check the undercarriage position light or the nosewheel mechanical indicator. Over the strip the aircraft was flared for touchdown and, as it started to sink, the warning horn suddenly sounded. The pilot initially mistook it for the stall warning and by the time he realised it was the undercarriage warning horn, it was too late to recover the situation. The aircraft touched down smoothly and slid along the strip 89 metres before coming to rest. The investigation revealed that the undercarriage had been in the fully retracted position when the aircraft made contact with the strip.

OPINION AS TO CAUSE

The probable cause of the accident was that the pilot did not carry out adequate pre-landing checks.

Approved for
publication

(I. M. Leslie)
Delegate of the Secretary

Date

27.4.1976

DEFINITIONS

ACCIDENT - An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all those persons have disembarked and in which

- (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached to the aircraft; or
- (b) the aircraft suffers substantial damage.

FATAL INJURY - Any injury which results in death within 30 days.

SERIOUS INJURY - Any injury other than a fatal injury which

- (a) requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received; or
- (b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- (c) involves lacerations which cause severe haemorrhages, nerve, muscle or tendon damage; or
- (d) involves injury to any internal organ; or
- (e) involves second or third degree burns, or any burns affecting more than five percent of the body surface.

MINOR INJURY - Any injury other than as defined under "Fatal Injury" or "Serious Injury".

DESTROYED - Consumed by fire, demolished or damaged beyond repair.

SUBSTANTIAL DAMAGE - Damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component. The following types of damage are specifically excluded: engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, taxi-ing damage to propeller blades, damage to tyres, engine accessories, brakes, or wingtips.

MINOR DAMAGE - Damage other than as defined under "Destroyed" or "Substantial Damage".