

1. LOCATION OF OCCURRENCE

Perth Airport	Height o.m.s.l. (ft) 56 feet	Date 3.2.69	Time (Local) 1716	Zone WST
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2. THE AIRCRAFT

Make and Model Beech 65 "Queenair"	Registration VH-CFD	Certificate of Airworthiness	Valid from 24.11.65	Valid to 23.11.74
Registered Owner Civil Flying Services Pty. Ltd., P.O. Box 89, Cheltenham, Victoria.	Operator Civil Flying Services Pty. Ltd., Airport, Jandakot, W.A.	Degree of damage to aircraft Substantial		
Defects discovered At the last overhaul, 70 hours prior to the accident, the retaining split pin in the clevis pin which connects the torque tube to the universal joint of the starboard landing gear actuating mechanism was omitted or incorrectly installed. The clevis pin became dislodged rendering both the main and the emergency landing-gear systems inoperative.		Other property damaged Nil		

3. THE FLIGHT

Last or intended departure point Perth	Time of departure 1605	Next point of intended landing Rottnest Island	Purpose of flight Carriage of Passengers	Class of operation Charter
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
John Joseph EGAN	Pilot	45	Commercial	1420	6480	Nil

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Mrs. G. WARD	Passenger	Nil			
Miss J. WARD	Passenger	Nil			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

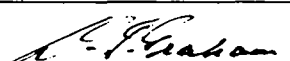
Regulation or Order No.	Nature of contravention

7. RELEVANT EVENTS

In the traffic circuit at Rottnest Island the landing gear was lowered but cockpit indicators showed the starboard undercarriage to be unlocked. The aircraft returned to Perth where an aerial inspection from another aircraft showed that, when cycling the landing gear, the port and nose undercarriages retracted and extended but the starboard undercarriage remained stationary almost fully extended but not locked down. Operation of the emergency, manual landing gear extension system was ineffective in locking down the starboard undercarriage. The aircraft was landed at Perth Airport with 15° of flap extended. The aircraft was gently braked and engines closed down. As the aircraft stopped, the starboard undercarriage collapsed and the aircraft subsided on to the starboard wing tip, flaps and one blade of the starboard propeller.

8. OPINION AS TO CAUSE

The cause of the accident was that during overhaul of the aircraft a clevis pin in the starboard undercarriage operating mechanism was not properly secured.

Report approved  (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 11.11.1970
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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".