



REASSESSMENT OF RESPONSES TO AVIATION SAFETY RECOMMENDATION A00-07

BEECH KING AIR AVIADESIGN LANDING GEAR MODIFICATION

Background

On 16 July 1998, the Beech A100 King Air, serial number B-103, departed Ottawa MacDonald-Cartier International Airport at 0830, Eastern Daylight Saving Time, on an instrument flight rules (IFR) training flight to North Bay, Ontario, with 2 flight crew members on board. At North Bay, the crew conducted a radar-vectored, back-course approach to Runway 26 with a touch-and-go landing, followed by 2 visual flight rules touch-and-go landings, then a full-stop landing. The flight crew switched seat positions in the aircraft and departed on a return IFR flight to Ottawa. At Ottawa, when the landing gear was selected down, the crew observed an unsafe landing gear indication in the cockpit and requested and received overshoot instructions from air traffic control. Visual observation from the ground during the overshoot confirmed the landing gear was not extended. The flight crew carried out the emergency landing gear extension procedure, but still observed an unsafe landing gear position indication for the right main landing gear; however, the landing gear appeared to be extended when observed from the ground. The flight crew discussed how the landing would be carried out, requested emergency rescue services for the landing and proceeded to land on Runway 25. On the landing roll, the right main landing gear collapsed and the aircraft went off the right side of the runway. There were no injuries. The accident occurred during the hours of daylight in visual meteorological conditions.

The Board concluded its investigation and authorized the release of report A98O0184 on 01 March 2000.

Board Recommendation A00-07 (12 April 2000)

The safety actions taken by Transport Canada (TC) Aircraft Services Directorate have possible continuing airworthiness operational implications for the fleet of similar aircraft operating elsewhere in Canada and in other countries. These actions include permitting a single in-flight reset of the electric hydraulic pump motor 60-amp circuit breaker, relocating the 60-amp circuit breaker to the cockpit and installing a mirror to provide a means for the pilot to observe the nose landing gear position from the cockpit. Dissemination of this information to other King Air operators in Canada and around the world for the purpose of possible similar safety actions by other operators would reduce the risk of similar accidents.

Therefore, the Board recommends that:

The Department of Transport ensure that all Canadian operators of the Beech King Air with the Aviadesign landing gear modification are advised of the circumstances of this accident and the safety actions taken, with the view toward implementing similar changes to prevent a future similar accident.

A00-07

Transport Canada's Response to A00-07 (05 July 2000)

In its response, TC indicated that a Service Difficulty Advisory (SDA) has been published and distributed to all Aircraft Maintenance Engineers, owners and operators of affected aircraft. In addition, TC will publish an article in the *Aviation Safety Letter* to inform operators of the accident and the safety actions taken.

Board Assessment of Transport Canada's Response to A00-07 (13 June 2001)

TC's SDA (AV-2000-03, issued 05 June 2000) informed operators of the circumstances of the accident. In addition, an article was published in TC's *Maintainer* (issue 1/2001), which did address both the circumstances of the accident and the safety actions taken; all Canadian maintenance engineers receive the *Maintainer*.

The intent of Recommendation A00-07 has been met; consequently, TC's response is assessed as being "**Fully Satisfactory**".

Next TSB Action (13 June 2001)

Nil.

This deficiency file is assigned an "**Inactive Status**".