AAIB Bulletin No: 11/95	**Ref: EW/G95/09/03** **Category: 1.2**
Aircraft Type and Registration:	Beagle B206 Series I Bassett, G-BSET
No & Type of Engines:	2 Rolls-Royce Continental GIO-470-A piston engines
Year of Manufacture:	1965
Date & Time (UTC):	2 September 1995 at 1620 hrs
Location:	Shoreham Airport, West Sussex
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Damage to right engine, propeller and wing
Commander's Licence:	Private Pilot's Licence with IMC and Night Ratings
Commander's Age:	48 years
Commander's Flying Experience:	2,937 hours (of which 88 were on type) Last 90 days - 12 hours Last 28 days - 4 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and telephone enquiries by the AAIB

The aircraft was taking part in an air display at Shoreham, during which the pilot was to operate the landing gear using the emergency lowering system. At the conclusion of the display, the pilot was preparing to land and later reported that he had thought that he had seen the three green landing gear 'down and locked' lights. During the approach, to what he intended to be a short landing, he was distracted by needing to 'dab' the rudder pedals in order to assure himself that the nosewheel was correctly aligned with the direction of travel. However after touchdown, the aircraft settled right wing low and the propeller struck the runway. The pilot, who was wearing a full harness, was uninjured and vacated the aircraft through the cabin door.

Landing gear description

A manually selected, hydraulically operated, retractable tricycle landing gear is fitted to this aircraft. Hydraulic power is supplied by an electrically driven pump which activates when the system pressure falls to 1,250 psi and cuts out at 1,875 psi. When the aircraft is airborne and the gear selected to UP, the selector valve is mechanically moved to supply pressure to unlock the gear downlocks and to

power the retraction jacks. When fully retracted, the uplocks are engaged and the gear is fully enclosed by doors mechanically linked to the landing gear units. When DOWN is selected, the uplocks are electrically released and the landing gear extends into its down position under the combined forces of gravity and a spring-box. Hydraulic fluid is expelled and returned to the reservoir in the power pack. Should any, or all, of the gear uplocks fail to release electrically, then mechanical actuation may be accomplished by single, or combined, operation of a triple lever set into the cockpit floor (see Figure 1) which connects to each uplock, via teleflex cables.

Aircraft examination

Examination of the aircraft after the accident revealed that the right main landing gear leg was fully retracted. After recovery, with the aircraft on jacks, the pilot reported that the emergency uplock release was operated following which the right gear leg extended normally and locked into the down position. The pilot considered that in concentrating on the landing, he had failed to operate fully the uplock release for the right main gear and had probably perceived 'three green lights' when in fact only two lights had been illuminated.

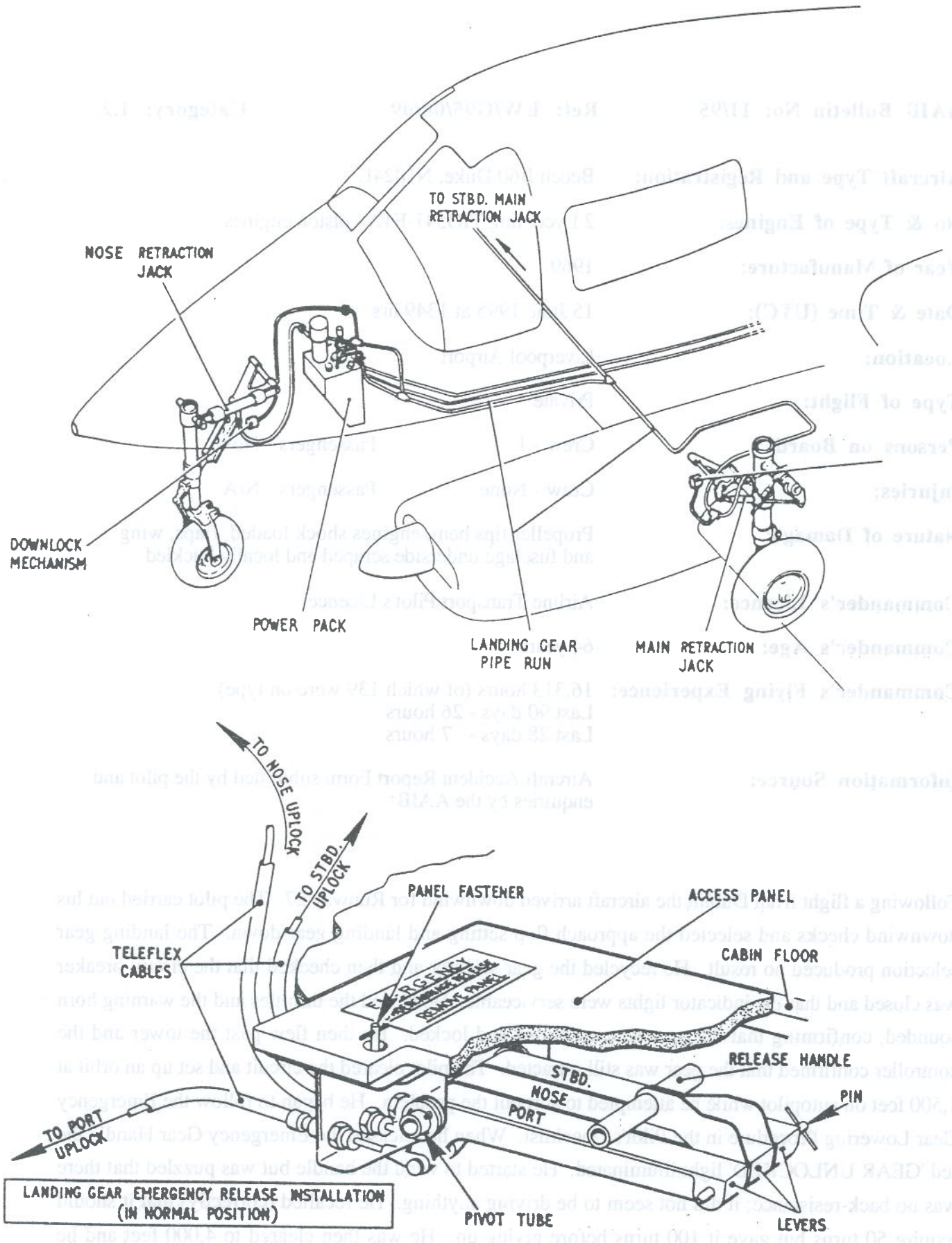

Fig.1 Landing gear and emergency release