Beech 58, G-OSDI

AAIB Bulletin No: 11/99 Ref: EW/G99/08/11 Category: 1.2

Aircraft Type and Registration:	Beech 58, G-OSDI
No & Type of Engines:	2 Continental Motors IO-520-CB piston engines
Year of Manufacture:	1980
Date & Time (UTC):	11 August 1999 at 1452 hrs
Location:	Wellesbourne Mountford Airport, Warwickshire
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 1
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Minor to propeller, flap and underside of aircraft
Commander's Licence:	Basic Commercial Pilot's Licence with IMC and Instructor Ratings
Commander's Age:	41 years
Commander's Flying Experience:	7,620 hours (of which 13 were on type)
	Last 90 days - 20 hours
	Last 28 days - 7 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

After a short local flight the pilot joined the downwind leg of the circuit to carry out a series of touch-and-go landings on tarmac Runway 18. The weather was fine with a surface wind of 140°/07 kt. During the ground roll of the third landing the pilot intended to retract the flaps, but he selected landing gear UP instead. The aircraft settled onto the runway stopping to the right of the centreline. The pilot and passenger, who where both wearing lap and diagonal seat belts, vacated the aircraft without injury.

The pilot reported that he was more familiar with other types of twin engine aircraft where the location of the flap and landing gear selectors were transposed from their location in Beech 58 aircraft. He also stated that the landing gear safety 'squat switches' appeared not to have operated in this case.

The Pilot's Operating Handbook and FAA Approved Flight Manual includes the following description of the landing gear system:

'The landing gear is operated through adjustable linkage connected to an actuator assembly mounted beneath the front seats. The actuator assembly is driven by an electric motor. The landing gear may be electrically retracted and extended, and may be extended manually. The landing gear is controlled by a two-position switch on the right side of the control console. The switch handle must be pulled out of the safety detent before it can be moved to the opposite position.

To prevent inadvertent retraction of the landing gear on the ground, a main strut safety switch opens the control circuit when the strut is compressed. *CAUTION* Never rely on the safety switch to keep the gear down during taxi or on take off, landing roll, or in a static position. Always make certain that the landing gear switch is in the down position during these operations.

Landing Gear Safety System (if installed) is designed to help prevent 'gear-up' landings and premature or inadvertent operation of the landing gear mechanism. The system is to be used as a safety backup device only; normal usage of the landing gear switch is mandatory....

.....With the landing gear safety system ON-OFF-TEST switch in the ON position, the landing gear will not retract unless: (1) the landing gear position switch is in the UP position; (2) the airspeed is above approximately 61 kt/70 mph IAS and (3) one engine is operating at a throttle position corresponding to approximately 19 inches or more of manifold pressure.....'

The Landing Gear Safety System was not installed in G-OSDI.