

AAIB Bulletin No: 5/93

Ref: EW/G93/03/01

Category: 1c

**Aircraft Type and Registration:** Beagle B206 Series 1 Bassett, G-HRHI

**No & Type of Engines:** 2 Rolls-Royce Continental GIO-470-A piston engines

**Year of Manufacture:** 1965

**Date & Time (UTC):** 2 March 1993 at 1341 hrs

**Location:** Cranfield Aerodrome, Bedfordshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - 1

**Injuries:** Crew - None                      Passengers - None

**Nature of Damage:** Minor to radome and nose landing gear

**Commander's Licence:** Commercial Pilot's Licence with Instrument rating

**Commander's Age:** 33 years

**Commander's Flying Experience:** 6,210 hours (of which 152 were on type)  
Last 90 days - 56 hours  
Last 28 days - 16 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

After take-off from the grass runway at Ipswich Airport, the pilot selected the landing gear 'UP' but the nose landing gear unlocked light remained 'ON'. On selecting the landing gear 'DOWN', the nose landing gear locked light failed to illuminate. A visual inspection from the control tower confirmed that the nose landing gear was partially extended. The pilot decided to fly to Cranfield, the aircraft's engineering base, where a further visual inspection confirmed that the nose landing gear remained partially extended. The landing gear was re-cycled several times and then the emergency lowering system was operated but the nose gear failed to move. The pilot configured the aircraft for an emergency landing and, when the emergency services were in position, made an approach to Runway 04. On short finals, both engines were stopped and the feathered propellers motored to the horizontal position. The subsequent landing was uneventful but the aircraft suffered minor damage to the area around the nose as the nose landing gear collapsed.

The pilot reports that the castoring nose wheel may have slewed during the take-off from the uneven grass runway at Ipswich and then fouled on the nose landing gear door during gear retraction. The panel mounted warning light that would have warned him of this condition was obscured by the control column and would have extinguished once the gear had been selected 'UP'.