

## Piper PA-44-180 Seminole, G-TWIN

**AAIB Bulletin No:** 11/99      **Ref:** EW/G99/08/26      **Category:** 1.3

**Aircraft Type and Registration:** Piper PA-44-180 Seminole, G-TWIN

**No & Type of Engines:** 2 Lycoming O-360-E1A6D piston engines

**Year of Manufacture:** 1978

**Date & Time (UTC):** 26 August 1999 at 1615 hrs

**Location:** Bournemouth International Airport

**Type of Flight:** Refresher Flying

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

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

**Nature of Damage:** Damage to left wingtip, aileron and flap

**Commander's Licence:** Commercial Pilot's Licence with Instrument and Instructor Ratings

**Commander's Age:** 56 years

**Commander's Flying Experience:** 13,800 hours (of which 13,500 were on type)

Last 90 days - 71 hours

Last 28 days - 22 hours

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

On the previous flight the aircraft had a problem with the left main gear indicating that it was not locked down correctly. The pilot had carried out an emergency landing with no further incident. Retraction tests were carried out by the maintenance organisation, but no fault was found and the aircraft was released as serviceable.

After take off on the next flight the gear operated normally when selected UP but when it was selected down for landing, the indications were the same as they had been on the previous flight; the left main gear light remained out and the gear unsafe light illuminated.

The pilot left the circuit to decide on a course of action: then interchanged the green lights to check for bulb failure; re-cycled the landing gear; pulled and reset the circuit breakers and re-cycled the gear, and contacted the maintenance organisation on the company frequency to discuss the problem. The problem remained. Finally, the pilot completed the manual gear extension procedure following the Pilot's Operating Handbook, but the indications remained the same. The aircraft was flown past the tower for a visual inspection, and the controller reported that all the wheels appeared to be down.

There was no option other than to attempt a landing. To minimise the possibility of damage, the left engine was shut down and the propeller blade motored in line with the wing. On touchdown the gear initially appeared to support the weight of the aircraft, but as the aircraft decelerated the left gear gave way and the aircraft slewed off to the left of the runway, the left wingtip eventually coming to rest on the tarmac. On touchdown the pilot shut down the right engine, the aircraft was secured and the two pilots exited through the normal exit.

The problem was traced to a seized bush and bushing bracket, part numbers 65003-41/67026-12. The associated grease nipple was found blocked.