

Beech 95-B55, G-RICK, 8 December 1998 at 0943 hrs

AAIB Bulletin No: 4/99 Ref: EW/G98/12/03 Category: 1.2

Aircraft Type and Registration: Beech 95-B55, G-RICK

No & Type of Engines: 2 Continental IO-470-L piston engines

Year of Manufacture: 1972

Date & Time (UTC): 8 December 1998 at 0943 hrs

Location: Stornoway Airport

Type of Flight: Public Transport

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - None - Passengers -None

Nature of Damage: Landing gear doors and linkages, both propellers

Commander's Licence: Commercial Pilot's Licence with Instrument Rating

Commander's Age: 50 years

Commander's Flying Experience: 8,990 hours (of which 235 were on type)
Last 90 days - 114 hours
Last 28 days - 34 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft landed at Stornoway after an uneventful instrument approach. The touchdown was normal and gentle, using full flap. During the rollout, the aircraft started to drift to the right of the runway centreline and left rudder was used in an attempt to keep it straight. Shortly afterwards the landing gear warning horn sounded and then the nose landing gear leg folded, followed by the right main leg and then the left main leg. The aircraft came to a halt on the runway and was evacuated.

The landing gear is powered by an electrically driven gearbox, which operates the legs through push rods. All three legs had unlocked, and although the three geometric locks were undamaged, their push rods were bent; it was therefore not possible to reproduce the landing gear rigging. Checks on the landing gear selector, relay and electric motor did not reveal any faults. However, the replacement of the gearbox and electric motor is a mandatory action after a gear failure.