

No: 4/92

Ref: EW/G92/02/05

Category: 1c

Aircraft Type and Registration: Beech 76 Duchess, G-WACJ

No & Type of Engines: 2 Lycoming O-360-A1G6D piston engines

Year of Manufacture: 1980

Date & Time (UTC): 13 February 1992 at 1345 hrs

Location: Wycombe Air Park, Buckinghamshire

Type of Flight: Private

Persons on Board: Crew - 2 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Minor to forward fuselage structure and nose landing gear linkage

Commander's Licence: Commercial Pilot's Licence with IMC rating

Commander's Age: 53 years

Commander's Flying Experience: 3,000 hours (of which 52 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot and a report from the maintenance organisation

During his initial pre-flight checks, the handling pilot confirmed that the landing gear selector lever was in the down position before switching on the battery master switch in order to carry out the initial electrical system checks. The battery master was then switched off and the handling pilot commenced his external checks. The non-handling pilot then switched on the battery master in order to complete the avionics check and then selected it to OFF. Having completed his external checks, the handling pilot entered the aircraft and continued the check list. He found that the adjustment mechanism of his seat was very stiff and he had to use considerable force in order to achieve the correct seating position. When he had completed the Before Start Checks, the handling pilot selected the battery master switch to ON. The landing gear warning horn sounded immediately and the nose landing gear retracted. The handling pilot then noticed that the landing gear selector lever was in the UP position.

The handling pilot considered that he must have moved the landing gear selector during his exertions to adjust his seat although he was unaware of having done so at the time. He stated that this had happened to him on a previous occasion but at that time, the Safety Pressure Switch had functioned correctly preventing retraction of the landing gear.

A report from the maintenance organisation states that a check of the Safety Pressure Switch with the aircraft supported on jacks proved satisfactory. They are proposing an amendment to the aircraft check list to require a further check of the landing gear selector before the battery master switch is selected ON in the Before Starting Checks.