

## Beech 76, G-OADY, 29 January 2001

**AAIB Bulletin No: 4/2001 Ref: EW/G2001/01/20 Category: 1.3**

**Aircraft Type and Registration:** Beech 76, G-OADY

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

**Year of Manufacture:** 1978

**Date & Time (UTC):** 29 January 2001 at 1510 hrs

**Location:** Leeds Bradford Airport

**Type of Flight:** Training

**Persons on Board:** Crew - 2 - Passengers - None

**Injuries:** Crew - None - Passengers - N/A

**Nature of Damage:** Damage to propellers and underside of forward fuselage;  
engines shock loaded

**Commander's Licence:** Basic Commercial Pilot's Licence with Instructor Rating

**Commander's Age:** 37 years

**Commander's Flying Experience:** 3,400 hours (of which 950 were on type)  
Last 90 days - 110 hours  
Last 28 days - 51 hours

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

During an instructional flight, the pilots had completed some upper air work and returned to the circuit for a series of touch-and-go landings. The 'student' in the left seat was the holder of a Basic Commercial Pilot's Licence and this was his second operating flight in a multi-engine aircraft; none of his previous experience had been in aircraft with retractable gear.

Three touch-and-go landings were completed uneventfully. All of these were with full flap and the instructor had briefed that the 'student' should retract the flap during the ground roll before advancing the throttles for take off. The fourth circuit was 'flapless' and, after a normal touchdown, the 'student' inadvertently selected 'gear' to up on the runway. The nose gear retracted and the aircraft slid along the runway for approximately 150 metres before coming to rest.

The instructor commented that the gear lever only requires a slight movement to activate and that the 'squat' switches are designed to prevent the gear from retracting at an airspeed below 59 to 63 kt; he estimated that the aircraft speed on the runway when the gear handle was moved was approximately 60 to 65 kt. On the Beech 76, the gear handle is to the left of the throttle quadrant

and the flap handle is to the right of the quadrant. It is possible that the inadvertent gear selection was a combination of an awareness to raise the gear after take off and the normal action of raising flap during a touch-and-go ground roll.

This accident is similar to the one involving another Beech 76, G-BGHP at Exeter Airport on 5 February 2001 and also reported in this Bulletin.