

No: 1/90 Ref: EW/G89/08/24 Category: 1c

**Aircraft Type and Registration:** Beech F33A, G-JBET  
**No & Type of Engines:** 1 Continental Motors Corp IO-520-BB piston engine  
**Year of Manufacture:** 1988  
**Date and Time (UTC):** 27 August 1989 at 1315 hrs  
**Location:** Cumbernauld Airfield, Strathclyde  
**Type of Flight:** Private (pleasure)  
**Persons on Board:** Crew - 1 Passengers - None  
**Injuries:** Crew - None Passengers - N/A  
**Nature of Damage:** Damage to propeller, nosewheel, nosewheel doors and skin panels.  
**Commander's Licence:** Private Pilot's Licence  
**Commander's Age:** 55 years  
**Commander's Total Flying Experience:** 1,033 hours fixed wing (of which 83 were on type)  
**Information Source:** Aircraft Accident Report Form submitted by the pilot

Subsequent to departure from Cumbernauld, the avionics and radio ceased to operate. The pilot determined that the alternator had failed and the battery was flat. He was unable to re-instate the alternator.

The pilot elected to return to Cumbernauld Airfield, keeping clear of controlled airspace, and proceeded to lower the landing gear manually. This requires turning a small handle situated behind the pilot a minimum of 50 times. The handle was much stiffer than expected and the pilot required several rest periods. He continued to lower the landing gear until positive resistance was felt. With the battery flat, no landing gear indicator lights were available to indicate "down and locked".

The approach and landing were normal but the nose landing gear then collapsed, and the aircraft came to rest after some 50 yards. The pilot was not injured. Subsequent inspection of the aircraft revealed no defect with the manual system for lowering the landing gear. The pilot, in his report, advises all Bonanza pilots to take the opportunity to manually lower the landing gear while the aircraft is on jacks, in order to appreciate what is involved.