

## Beech 76, G-BGHP, 5 February 2001

**AAIB Bulletin No: 4/2001 Ref: EW/G2001/02/03 Category: 1.3**

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

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

**Year of Manufacture:** 1979

**Date & Time (UTC):** 5 February 2001 at 1247 hrs

**Location:** Exeter 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:** Airline Transport Pilot's Licence with Instructor Rating

**Commander's Age:** 69 years

**Commander's Flying Experience:** 20,000 hours (of which 95 were on type)  
Last 90 days - 57 hours  
Last 28 days - 15 hours

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

On an instructional flight, the student was handling from the left seat. For a touch-and-go landing, the instructor had briefed that he would raise the flaps after touchdown and then call for the student to advance the throttles to take-off power. On the first circuit, the student made a reasonable landing; the instructor then raised the flaps and called for take-off power. Instead of advancing power, the student selected the gear to 'up'. The nose gear retracted and the aircraft came to rest on the runway. After the aircraft came to rest, the instructor reselected the gear lever to 'down'.

The gear lever is located to the left of the throttle quadrant and the flap lever is located to the right of the quadrant. The student was experienced as a single-engine instructor but this was her first operating flight on a multi-engine aircraft and she had no previous experience on aircraft with retractable gear. 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-OADY at Leeds Bradford Airport on 29 January 2001 and also reported in this Bulletin.