

## Piper PA-23-250, G-VSFT

<b>AAIB Bulletin No:</b>	<b>10/98</b>	<b>Ref:</b>	<b>EW/G98/08/06</b>	<b>Category:</b>	<b>1.2</b>
<b>Aircraft Type and Registration:</b>	Piper PA-23-250, G-VSFT				
<b>No &amp; Type of Engines:</b>	2 Lycoming IO-540-C4B5 piston engines				
<b>Year of Manufacture:</b>	1977				
<b>Date &amp; Time (UTC):</b>	4 August 1998 at 1350 hrs				
<b>Location:</b>	Bournemouth International Airport				
<b>Type of Flight:</b>	Private (Training)				
<b>Persons on Board:</b>	Crew - 2 - Passengers - None				
<b>Injuries:</b>	Crew - None - Passengers - N/A				
<b>Nature of Damage:</b>	Nosewheel, nose cone and propellers				
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence with Instructor rating				
<b>Commander's Age:</b>	45 years				
<b>Commander's Flying Experience:</b>	8,300 hours (of which 1,507 were on type)				
	Last 90 days - 201 hours				
	Last 28 days - 46 hours				
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot				

The aircraft was positioned for a simulated single engine landing at the end of an Instrument Rating Test with the commander handling. After lowering the landing gear, the commander checked that he had 'three greens' and also checked the position of the nose landing gear using the mirror located on the engine nacelle. The landing was uneventful, but as the aircraft slowed through about 40 kt, the nose landing gear collapsed.

The commander attributed the cause of the accident to the failure of the nose gear downlock to engage despite all indications that it had done so. A detailed engineering examination which included functional checks, failed to identify any defect that could have led to the collapse of the nose landing gear.