

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Beech Baron, N23659	
<b>No &amp; Type of Engines:</b>	2 Continental IO-520-C piston engines	
<b>Year of Manufacture:</b>	1975	
<b>Date &amp; Time (UTC):</b>	4 August 2008 at 1116 hrs	
<b>Location:</b>	Runway 27 at Guernsey Airport, Guernsey	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to both propellers and engines and to the right wing / fuselage attachments	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	57 years	
<b>Commander's Flying Experience:</b>	2,475 hours (of which 10 were on type) Last 90 days - 10 hours Last 28 days - 5 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

The aircraft, which was for sale, was being flown with the aircraft commander in the right seat and the prospective purchaser in the left seat. The commander performed a normal touchdown on Runway 27 at Guernsey. As the aircraft rolled along the runway the pilot in the left seat offered to raise the flaps but inadvertently raised the landing gear. The aircraft sank onto the runway and veered to the right stopping on the edge of the runway.

## History of the flight

The aircraft had been flown from Guernsey to Jersey for an inspection of the engine cylinders to check for corrosion; following the inspection the aircraft returned

to Guernsey. The aircraft was for sale, and on the return flight the aircraft commander occupied the right seat and the prospective purchaser, who was an experienced pilot but not current on type, occupied the left seat. The departure was normal and some general handling was carried out by the pilot in the left seat before he handed control back to the aircraft commander for the landing.

The approach speed was normal and full landing flap was selected. The commander confirmed that the landing gear was down and locked and made a normal touchdown on Runway 27. The weather was good and the surface wind was from 230° at 13 kt. The commander did not apply any braking during the initial landing roll

and the other pilot offered to raise the flaps. Before the commander could prevent him from doing so, the pilot in the left seat inadvertently selected the landing gear handle instead of the flap lever and moved it to the UP position. The commander immediately returned it to the DOWN position but the retraction cycle had commenced and the aircraft sank onto the runway. The aircraft came to a stop on the right side of the runway with the nose and right main landing gear retracted and the left main landing gear partially retracted. The commander isolated the fuel and electrical system before both pilots vacated the aircraft through the normal exit. The airport Rescue and Fire Fighting Service attended immediately and helped to secure the aircraft.

The landing gear system on the aircraft was fitted with a weight-on-wheels protection system. This utilises a microswitch on each main landing gear oleo which,

when it is compressed, prevents the landing gear handle from being raised and activating the system. With the aircraft light on the wheels, and the oleo extended and not compressed, this protection is not available.

### **Conclusions**

The commander assessed the cause of the accident as the left seat pilot, who flew a number of general aviation aircraft types, assuming that the flap lever was in the same place on the Beech Baron as the aircraft in which he normally flies. The accident illustrates the need to confirm that the correct switch or lever is identified before operating it.