

Beech 95-B55, G-BNBY

AAIB Bulletin No: 3/97 Ref: EW/G96/10/18 Category: 1.2

Aircraft Type and Registration:	Beech 95-B55, G-BNBY
No & Type of Engines:	2 Continental IO-470-L piston engines
Year of Manufacture:	1970
Date & Time (UTC):	27 October 1996 at 1330 hrs
Location:	Herridge Farm Strip, Kingston
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - None
Injuries:	Crew - None - Passengers - N/A
Nature of Damage:	Major damage to nose landing gear; propellers damaged and engines shock loaded
Commander's Licence:	Private Pilot's Licence
Commander's Age:	63 years
Commander's Flying Experience:	1,732 hours (of which 765 were on type) Last 90 days - 75 hours Last 28 days - 20 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The aircraft landed on the grass airstrip in a north easterly direction; the surface wind was reported as 360°/14 kt. The pilot's narrative report to the AAIB stated only that "the aircraft landed & nose assembly collapsed". In a subsequent telephone conversation he said that the touchdown was normal, firm but not heavy, and the nose landing gear collapsed as it was lowered onto the runway. He had flown the aircraft over the previous three years and there had been no heavy landings during that time. The runway surface was very good and not rutted.

The engineers who recovered the aircraft had noted three deep gouges along the runway surface which appeared to have been made by the nose wheel. The nose landing gear was inspected by an AAIB engineer who found that it had suffered a massive overload deformation of the lower forging and a buckling overload failure of the downlock bracing strut. There is no doubt that the landing gear failed because of the overload and that the leg was down and locked with the wheel pointing forward (*ie* the torque link still intact) when it occurred.

