

**No:**

**Ref: 1c**

**Aircraft type and registration:** Rockwell Commander 112 G-BDAJ

**No & Type of engines:** 1 Lycoming 10-360-C1D6 piston engine

**Year of Manufacture:** 1975

**Date and time (UTC):** 10 September 1986 at 1554 hrs

**Location:** Manchester Airport

**Type of flight:** Private (pleasure)

**Persons on board:** Crew — 1                      Passengers — None

**Injuries:** Crew — None                      Passengers — N/A

**Nature of damage:** Propeller bent, underside of nose cowling, nosewheel doors and transponder aerial buckled, underside of right fuselage by step and right wing tip cracked

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 62 years

**Commander's Total Flying Experience:** 1640 hours (of which 40 were on type)

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

The pilot reports that during the landing run the nosegear retracted, the propeller hit the ground and the aircraft came to a halt at the side of the runway. When the nose was raised during salvage operations it was found that the noseleg's movement was restricted and the locked down position could not be reached. The noseleg was then blocked at the achieved position. As the aircraft was towed away the right mainleg slowly retracted.

Before a further attempt was made to move the aircraft an engineer cycled the undercarriage selection lever. Locked down positions were achieved on the three landing gear legs which were also secured by G-clamps before the aircraft was successfully salvaged.

A subsequent engineering investigation found no fault with the operation of the landing gear system.