

No: 11/84

Ref: EW/G84/09/08

Aircraft type and registration: British Aerospace 125—800, G-GAEL (light twin jet fixed wing aircraft)

Year of Manufacture: 1984

Date and time (GMT): 23 September 1984 at 1155 hrs

Location: Gander Airport, Newfoundland

Type of flight: Business Executive

Persons on board: Crew — 3 Passengers — 2

Injuries: Crew — Nil Passengers — Nil

Nature of damage: Skid, flaps and lower fuselage

Commander's Licence: Airline Transport Pilot's Licence with Instrument and Night ratings

Commander's Age:

Commander's total flying experience: 8376 hours (of which 128 hours were on type)

Information Source: Accident Report Form completed by the pilot-in-command and information from the manufacturers

After an uneventful flight to and landing at Gander a quick turn round and preparation for a flight to Luton, England was carried out. During the last part of the taxi out to the runway the pilot noticed a tendency for the aircraft to pull to the right. This was corrected with nosewheel steering and was assumed to be caused by the crosswind or the camber of the surface. The take-off was normal and once a rate of climb had been achieved the undercarriage was raised. The two main undercarriage lights extinguished but the nose undercarriage light remained red. It was noticed that there was an unusual noise from the nose area. After achieving a safe altitude the undercarriage was recycled resulting in two green lights for the main undercarriage and a red light for the nose undercarriage. The flight plan was then cancelled and Air Traffic Control (ATC) were informed that they were remaining in the local area. Further recycling of the undercarriage and two fly pasts of the ATC Tower were made and it was confirmed by ATC that the nose undercarriage doors were open and the nose undercarriage was partially extended. After burning-off fuel, three practice approaches were made followed by a landing with the undercarriage retracted. Immediately on touchdown the engines were shut down and the flaps raised to 15 degrees. The aircraft slid approximately 2400 feet before coming to rest. The passengers and crew evacuated the aircraft without injury.

The manufacturers have issued a Mandatory Service Bulletin detailing a temporary solution to the problem pending the results of an investigation that is being carried out by the Canadian Aviation Safety Bureau.