



nosewheel doors were found to be damaged, indicating that they were open when the aircraft touched the runway. The main weight of the aircraft had been borne on the inboard trailing edges of the flaps. No damage was found on the mainwheel doors or on the sides of the mainwheel tyres. AIB were informed, however, that the landing gear had dropped freely as soon as the aircraft was lifted off the runway after the accident. Both the gear and stall warning horns were found to be functional. Inspection of the automatic gear lowering system did not reveal any apparent discrepancies; it was not possible, however, to conduct a satisfactory calibrated pressure test on the system as the only procedure detailed in the Service Manual requires the aircraft to be flown and adjustments to be made in the air. A calibrated in-flight check of the system is planned when the aircraft has been repaired.