

# Pierre Robin HR100/285, G-BLHN

**AAIB Bulletin No: 3/99 Ref: EW/G98/09/03      Category: 1.3**

**Aircraft Type and Registration:** Pierre Robin HR100/285, G-BLHN

**No & Type of Engines:** 1 Continental Tiara 6-285-C1B piston engine

**Year of Manufacture:** 1976

**Date & Time (UTC):** 3 September 1998 at 0913 hrs

**Location:** Gloucestershire Airport

**Type of Flight:** Private (positioning)

**Persons on Board:** Crew - 1 - Passengers -None

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

**Nature of Damage:** Right wing tip and leading edge, right main landing gear door and propeller

**Commander's Licence:** Commercial Pilot's Licence with Instrument Rating

**Commander's Age:** 50 years

**Commander's Flying Experience:** 1,014 hours (of which 50 were on type)

Last 90 days - 32 hours

Last 28 days - 21 hours

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

Following an uneventful departure from Ross-on-Wye the landing gear was selected and subsequently indicated up. During flight the landing gear circuit breaker tripped. The pilot reset the circuit breaker and selected the landing gear down to test its function. The landing position indicator showed three greens and so the landing gear was left down for the short transit to Gloucestershire Airport. Following a 'very light' touchdown on Runway 09 the right main followed by the nose landing gear slowly retracted. As a result the aircraft left the runway to the right hitting a runway edge light and steadily decelerated on the grass. The pilot transmitted a quick 'Mayday', shutdown and vacated the aircraft before the arrival of the Airport Fire Service.

The aircraft was lifted and the landing gear lowered and secured for recovery to the facilities of a maintenance organisation on the airfield. Subsequent testing of the landing gear system, including applying loads to resist movement and deflect the gears during operation, has failed to reproduce the circumstances to cause the gear to retract with three greens indicated without an up selection. Equally, detailed examination of the landing gear system has failed to identify any defects.

Due to a lack of availability of replacement wing skins the repair of the aircraft has stalled. If subsequent work on the aircraft identifies the cause of the malfunctions details will be provided in a subsequent AAIB Bulletin issue.