

Aircraft type and registration: Cessna 401 G-OROG (light twin engined fixed wing aircraft)

Year of Manufacture: 1968

Date and time (GMT): 24 July 1985 at 2115 hrs

Location: Leicester Airport

Type of flight: Type Rating Test, Night Flying

Persons on board: Crew — 3 Passengers — None

Injuries: Crew — None Passengers — N/A

Nature of damage: Nosegear, nose underside and propellers damaged

Commander's Licence: Commercial Pilot's Licence

Commander's Age: 34 years

Commander's Total Flying Experience: 1638 hours (of which 21 were on type)

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

The aircraft was on final approach with asymmetric power set. The undercarriage had operated normally on previous approaches during the flight but when selected down on this occasion the green downlock light did not illuminate for the nosegear. After about 20 seconds the light came on, flickering at first, but then steady after about 30 seconds.

The approach was continued and a normal touch down was made but as the brakes were applied the undercarriage horn sounded and the noseleg collapsed.

Examination showed that the noseleg fork had fouled brackets on the nosegear doors, preventing the noseleg from fully retracting. Under the load applied by the geared undercarriage motor a torque tube (P.N. 0842 130-4), which takes the actuating linkage through the wall of the nose-well, was torn from its supports. The nosegear actuating system was then incapable of extending the nosegear to the fully down position.

A circumferential area of corrosion was found on the oleo's piston barrel surface which was found to cause sticking of the oleo at a position corresponding to its normal loaded position on the ground and to a position which would cause the fork to foul the door brackets during retraction; the noseleg oleo should be fully extended during retraction.