

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Piper PA-31-310 Navajo, G-EEJE	
<b>No &amp; Type of Engines:</b>	2 Lycoming TIO-540-A2C piston engines	
<b>Year of Manufacture:</b>	1972 (Serial no: 31-825)	
<b>Date &amp; Time (UTC):</b>	1 January 2016 at 1625 hrs	
<b>Location:</b>	Fadmoor Airfield, Yorkshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to one propeller blade and lower aft fuselage	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	45 years	
<b>Commander's Flying Experience:</b>	9,286 hours (of which 500 were on type) Last 90 days - 42 hours Last 28 days - 8 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

When the pilot selected the landing gear DOWN prior to landing, only the nose gear extended. He was unable to deploy the main gear and landed the aircraft with only the nose gear extended. At the time of preparation of this report, no technical reason for the malfunction has been found.

## History of the flight

The pilot had flown the aircraft from Sturgate Airfield to Fadmoor in order to uplift some fuel. When he selected the landing gear DOWN whilst in the circuit to land, only the nosewheel green 'DOWN-LOCKED' light illuminated whilst the red gear NOT LOCKED light illuminated and the warning horn sounded continuously. Several attempts were made to recycle the landing gear but the selector lever would not move out of the NEUTRAL position. Attempts to extend using the emergency procedure also failed and the pilot contacted the airfield owner to discuss preparations for a landing with the main gears retracted and the nosewheel extended.

The subsequent emergency landing was successfully executed on the grass runway and minimal damage was incurred. The pilot had feathered both propellers and placed the mixtures in IDLE CUT-OFF prior to touchdown.

**Examination of the aircraft**

G-EEJE was recovered by lifting the fuselage using a farm vehicle and two slings. It could be seen that the mainwheels were fully retracted and the doors were closed and undamaged. The gear selector was placed in the DOWN position without difficulty and, using the emergency hand pump, it was possible to lower the main gears and achieve downlock as normal. The aircraft was then towed off the runway and parked. Since then, there has been no formal diagnostic work carried out but the aircraft's maintainers, who have considerable experience of the Navajo type, advise that they have never come across the same set of circumstances which seem to feature in this case.