

ACCIDENT

Aircraft Type and Registration:	Beech 76 Duchess, G-JLRW	
No & Type of Engines:	2 Lycoming O-360-A1G6D piston engines	
Year of Manufacture:	1979 (Serial no: ME-165)	
Date & Time (UTC):	22 March 2017 at 1050 hrs	
Location:	Exeter Airport, Devon	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Left pitot tube, left foot step	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	56 years	
Commander's Flying Experience:	6,936 hours (of which 440 were on type) Last 90 days - 21 hours Last 28 days - 13 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and subsequent AAIB enquiries	

Synopsis

The aircraft was landed on the right main and nose landing gears after the left main gear failed to extend. The lower clevis pin in the left main gear trailing link was subsequently found to be missing.

History of the flight

The instructor reported that the aircraft was engaged on a dual training flight for the purpose of obtaining a Multi-Engine Piston rating. The pilot under training carried out a full 'A' Check prior to the flight; no defects with the landing gear were noted.

The initial part of the flight was normal; however, on lowering the landing gear the left gear light failed to illuminate and the gear unsafe light remained on. Recycling the gear and changing the gear indicator light bulbs failed to resolve the problem. On returning to Exeter the emergency gear lowering procedure was attempted in accordance with the relevant checklist, but this was unsuccessful. A flypast of the tower confirmed that the left gear had not lowered.

The aircraft was flown in the local area for approximately 45 minutes whilst alternative courses of action were discussed with operations and the engineering organisation. This also allowed additional fuel to be consumed prior to landing.

With no resolution to the problem, the pilots briefed for an approach and landing with the instructor flying the aircraft. Both engines were shut down and the propellers feathered when over the Runway 26 threshold. The pilot under training positioned the propeller blades to the horizontal and isolated the fuel and electrics. Following touchdown the aircraft veered to the left, coming to a halt on the grass beside the runway. The pilots evacuated the aircraft normally.

Subsequent examination of the left main landing gear revealed that the lower clevis pin in the trailing link was missing. As the pin was not recovered, it was not possible to determine the reason for its absence.