

**No:** 12/88

**Ref:** EW/G88/07/05

**Category:** 1b

**Aircraft Type and Registration:** Beech B55 Baron, G-HUMP

**No & Type of Engines:** 2 Continental Motors Corp 10-470-L piston engines

**Year of Manufacture:** 1973

**Date and Time (UTC):** 6 July 1988 at 1242 hrs

**Location:** Guernsey Airport

**Type of Flight:** Training

**Persons on Board:** Crew - 2                      Passengers - None

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

**Nature of Damage:** General damage to the left wing tip, propeller, aileron, flap and main undercarriage door

**Commander's Licence:** Airline Transport Pilot's Licence with Instrument and Full Instructors Ratings

**Commander's Age:** 43 years

**Commander's Total Flying Experience:** 7250 hours (of which 5½ were on type)

**Information Source:** Aircraft Accident Report Form submitted by the Pilot, telephone contact with maintenance agency and AAIB examination of failed components

During the course of a training detail from Guernsey Airport, the left main landing gear failed to lower. Attempts to extend the left main landing gear using the emergency system were unsuccessful. The aircraft was flown in the local area for 2½ hours to burn off fuel before an approach was made to land on runway 27 at Guernsey, with a wind of 240°/12 kt.

The aircraft touched down on the right main landing gear, followed by the nose landing gear. Near the end of the landing roll the left wing contacted the runway and the aircraft slewed to the left and came to rest, still on the paved runway. The aircraft suffered damage to the left wing, but the fuselage was undamaged and there were no injuries. The airport fire service, which was standing by, attended immediately and applied foam.

Post accident examination of the left main landing gear operating mechanism showed that the uplock retraction spring, which is required to pull the uplock mechanism out of engagement, had become detached from its operating lever as a result of corrosion of the material around the spring attachment

hole. This resulted in the left main landing gear hanging on its up-lock whilst the landing gear actuator attempted to drive the gear into the "down" position, producing an overload failure of the retraction linkage.

Inspection of the right main landing gear uplock assembly revealed similar areas of corrosion.