No: 5/86 **Ref: 1b**

Aircraft type and registration:	Piper PA-34-200 G-BANK
No & Type of engines:	Two 10-360 C1E6 piston engines
Year of Manufacture:	1972
Date and time (GMT):	2 April 1986 at 1800 hrs
Location:	Exeter Airport
Type of flight:	Private (pleasure)
Persons on board:	Crew — 1 Passengers — 4
Injuries:	Crew — None Passengers — None
Nature of damage:	Damage to the nosewheel doors and to the underside of the nose cone
Commander's Licence:	Commercial Pilot's Licence
Commander's Age:	41 years
Commander's Total Flying Experience:	3402 hours (of which 100 were on type)
Information Source:	Aircraft Accident Report Form submitted by the pilot and telephone conversations with the maintenance organisation.

After take-off from Jersey on a flight to Cardiff, the landing gear was selected "Up" but the "Gear Unsafe" light remained on. The pilot then selected landing gear "Down" but achieved green lights on only the two main legs, and when "Up" was again selected there was no sign of gear movement. The pilot then arranged a low fly-past of the control tower at Guernsey where it was reported that the landing gear appeared to be fully down. On arrival at Exeter, where the aircraft is maintained, the pilot performed a similar fly-past and then circled overhead to reduce fuel weight and to attempt other remedial procedures, including bulb changing and free-fall gear extension. The pilot then briefed the passengers and positioned them in the aft 4 seats and prepared to land, shutting down the right-hand engine on the downwind leg of the circuit and motoring the propeller horizontal, and then shutting down the left-hand engine on short finals. The nose leg collapsed during the landing run but there were no injuries.

Subsequent examination and testing of the aircraft showed that the landing gear "Up" pressure line had failed at its connection to the hydraulic pump, and that the nose leg "Up" microswitch was marginally out of adjustment. This microswitch position would cause the initial "Gear Unsafe" indication and the failure of the hydraulic line with the gear retracted would not become apparent until a subsequent "Up" selection was made. The ground engineer considers that the failure of the nose leg to lock down in free-fall could have been caused by a slight mechanical constraint which was present at the end of travel to the "Down" position.