

No: 12/92

Ref: EW/G92/09/02

Category: 1c

Aircraft Type and Registration: Cessna 337 GP II, N7168B

No & Type of Engines: 2 Continental TSIO-360-C piston engines

Year of Manufacture: 1976

Date & Time (UTC): 4 September 1992 at 1845hrs

Location: Glasgow Airport

Type of Flight: Private

Persons on Board: Crew - 2 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Minor abrasion to nosegear doors, adjacent skin and exhaust stubs.

Commander's Licence: Commercial Pilot's Licence

Commander's Age: 55 years

Commander's Flying Experience: 12,700 hours (of which 100 were on type)
Last 90 days - 120 hours
Last 28 days - 30 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was being flown to check some systems following minor maintenance. The flight appeared normal until the landing gear was selected down for landing and no indication was obtained that the nosegear had locked down. It was confirmed by the airfield controller that the gear doors were open but that the leg was not extended. The gear was recycled twice and the hand pump operated for 10 minutes but the nosegear 'GREEN' did not illuminate. Hydraulic pressure appeared correct and the fluid reservoir could be seen to be full. Manoeuvring the aircraft also had no effect and, following confirmation by the Tower that the leg was still not down, a full emergency was declared and the commander prepared for a landing with the noseleg retracted. He stopped the front engine and rotated the propeller, using the starter motor, until the blades were horizontal. One heavy touchdown was tried, to free the leg, but to no effect and an almost normal landing was carried out with the aircraft nose being held up for as long as possible before being lowered on to the runway.

It was found that corrosion in the upper bearing in the nosegear trunnion had caused the bearing to tighten up or seize. This had prevented the leg from aligning correctly during retraction and it had jammed.