

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Piper PA-28RT-201T Turbo Cherokee Arrow IV, G-BHFJ	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp TSIO-360-FB piston engine	
<b>Year of Manufacture:</b>	1979 (Serial no: 28R-7931298)	
<b>Date &amp; Time (UTC):</b>	14 July 2014 at 1519 hrs	
<b>Location:</b>	Wycombe Air Park, Buckinghamshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to propeller, lower nose cowling and nose landing gear doors	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	41 years	
<b>Commander's Flying Experience:</b>	3,148 hours (of which 148 were on type) Last 90 days - 70 hours Last 28 days - 32 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The aircraft's nose landing gear leg failed to extend fully, following which a successful landing was made that damaged the aircraft's nose and propeller. A flexible fuel drain hose had become disconnected at its fitting at the lower engine cowl and the loose hose had restricted the nose landing gear leg sufficiently to prevent its full extension.

**History of the flight**

The aircraft was operating its third flight following a 50-hour maintenance check. Whilst flying on the downwind leg to Runway 24 at Wycombe Air Park, the pilot selected the landing gear DOWN. The pilot observed that whilst both main landing gear green position indicator lights were illuminated, the red WARNING GEAR UNSAFE light had also illuminated, indicating that the nose landing gear had not fully extended. After repositioning the aircraft to the north of the airfield, away from the active circuit, the pilot completed the actions on the emergency landing gear extension checklist without success and the nose landing gear remained partially extended. The aircraft completed a flypast of the ATC tower and the position of the nose landing gear was confirmed visually by ATC and the airfield fire service.

The pilot then discussed the division of crew tasks with his passenger, who was also a commercial pilot. They agreed that the pilot would fly the aircraft during the approach and

landing, whilst the passenger would, at the command of the pilot and once the landing was assured, shut the engine down by selecting the mixture to IDLE CUTOFF, the propeller to FEATHER and the magnetos to OFF. The pilot flew a normal approach to Runway 24 and when the aircraft was approximately 70 ft agl, he commanded the passenger to shut the engine down. The aircraft landed on its mainwheels and as the airspeed reduced it settled onto its nose, causing the propeller to strike the runway several times before the aircraft came to rest, slightly to the left of the runway centreline. The pilot and passenger were uninjured and were able to vacate the aircraft by the cabin door.

### **Aircraft examination**

Subsequent examination of the aircraft revealed that a flexible fuel drain hose, running between the engine and the left side of the lower engine cowl, had become detached at its fitting with the lower cowl. The loose hose had restricted the movement of the nose landing gear leg sufficiently to prevent its full extension. The operator's maintenance facility determined that the probable cause of the hose detachment was that the hose end fitting had not been tightened fully once the lower cowl was refitted during the recent 50-hour check; this connection required disassembly in order to remove the lower cowl as part of this inspection. The maintenance facility has introduced an additional verification check for this task that is intended to prevent a recurrence.