

Beechcraft 58 Baron, N23659

AAIB Bulletin No: 2/2004	Ref: EW/G2003/09/24	Category: 1.3
Aircraft Type and Registration:	Beechcraft 58 Baron, N23659	
No & Type of Engines:	2 Continental 10-520 C7 piston engines	
Year of Manufacture:	1978	
Date & Time (UTC):	25 September 2003 at 1702 hrs	
Location:	Alderney, Channel Islands	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to underside of fuselage, propeller tips and flaps	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	57 years	
Commander's Flying Experience:	3,294 hours (of which 800 were on type)	
	Last 90 days - 25 hours	
	Last 28 days - 12 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further telephone enquiries by the AAIB	

The aircraft was being flown for the re-validation of the commander's multi-engine rating and renewal of his instrument rating. The flight included a number of approaches, go-arounds, general aircraft handling and stalling. During the flight the landing gear operated normally when it was extended and retracted as required for the various exercises.

The final landing at Alderney was planned using asymmetric power and ATC were informed that the landing gear selection would be made at a late stage in the approach. After the landing gear was selected DOWN, at approximately 450 feet agl, the examiner commented to the commander that he could not see the three green DOWN and LOCKED landing gear indication lights. The commander had set the indication lights to DIM, and when he operated the switch to BRIGHT both pilots confirmed the illumination of three green lights. The pilot continued the approach but as the aircraft touched down however, it became apparent that the landing gear was retracted. The aircraft subsequently slid on the underside of the fuselage coming to rest on the grass to the right of Runway 08. Both occupants were uninjured and exited the aircraft via the main cockpit door. The ATC controller, who had observed the aircraft on approach and was expecting the late selection of the landing gear, had no time to transmit a warning before the aircraft touched down.

Members of the Airfield Fire Service who attended the aircraft confirmed that the landing gear selector was in the DOWN position. During recovery the aircraft was lifted and the landing gear was lowered manually without difficulty. The aircraft was also examined by an engineer from a maintenance organisation who, after extensive testing, confirmed that the landing gear and its associated warning horn operated normally in every respect.

The landing gear indicator lights on this type of aircraft are signalled from the output mechanism of an electric motor which operates the landing gear, as opposed to microswitches on the gear itself. The

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warning light switch can be selected to one of three positions; DIM, BRIGHT or TEST. The selection of the TEST position illuminates the single 'gear unsafe' red light momentarily followed by all three 'landing gear down and locked' green lights. The examiner concluded that it was possible that in selecting the warning light switch from DIM to BRIGHT it was possible to inadvertently select TEST, thereby producing the three green lights that both pilots expected to see. Neither the commander nor the examiner recalled hearing the landing gear warning horn at any time during the flight or during the final approach.