

**ACCIDENT**

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|--|---|-------------------|
| <b>Aircraft Type and Registration:</b> | Cessna T310R, G-VDIR  |                   |
| <b>No &amp; Type of Engines:</b>       | 2 Continental Motors Corp TSIO-520-B piston engines   |                   |
| <b>Category:</b>                       | 1.2   |                   |
| <b>Year of Manufacture:</b>            | 1975  |                   |
| <b>Date &amp; Time (UTC):</b>          | 4 September 2005 at 1522 hrs  |                   |
| <b>Location:</b>                       | North Weald Airfield, Essex   |                   |
| <b>Type of Flight:</b>                 | Private   |                   |
| <b>Persons on Board:</b>               | Crew - 1  | Passengers - None |
| <b>Injuries:</b>                       | Crew - None   | Passengers - N/A  |
| <b>Nature of Damage:</b>               | Landing gear doors, propellers and tail cone damaged  |                   |
| <b>Commander's Licence:</b>            | Private Pilot's Licence   |                   |
| <b>Commander's Age:</b>                | 49 years  |                   |
| <b>Commander's Flying Experience:</b>  | 800 hours (of which 260 were on type)<br>Last 90 days - 32 hours<br>Last 28 days - 9 hours              |                   |
| <b>Information Source:</b>             | Aircraft Accident Report Form submitted by the pilot, and telephone inquiries to the insurance assessor |                   |

The pilot reported that whilst preparing to land at North Weald Aerodrome to take on fuel, he became aware that he did not have a 'three greens' undercarriage indication in the cockpit. Air Traffic Control subsequently confirmed that the main landing gear did not appear to be fully extended.

The pilot embarked on a period of circling in the local area whilst he attempted to extend the gear fully, both by cycling the retraction system electrically and by using the manual crank mechanism. These attempts were abandoned after about 30 minutes, when an electrical burning smell became apparent and the gear had still failed to lock down correctly. Subsequently, a gentle

touchdown was accomplished on the grass adjoining the runway with the gear in a partially extended condition, following which the gear collapsed and the aircraft subsided onto its fuselage. After sliding a short distance, it came to rest and the pilot disembarked.

The aircraft was examined subsequently by an insurance assessor who reported that, after the aircraft had been lifted and appropriately supported, he was able manually to extend and lock down all three landing gears. However, deformations of the various rods and cranks which made up the electrically actuated system, caused by the gear collapsing after touchdown, prevented him from determining the cause of the original malfunction.