

Cessna 310Q, G-AZYM

AAIB Bulletin No: 1/2001

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Aircraft Type and Registration: Cessna 310Q, G-AZYM
No & Type of Engines: 2 Continental Motors Corp IO-470-VO piston engines
Year of Manufacture: 1972
Date & Time (UTC): 22 March 2000 at 1419 hrs
Location: Gamston Airport, Nottinghamshire
Type of Flight: Private
Persons on Board: Crew - 2 - Passengers - None
Injuries: Crew - None - Passengers N/A
Nature of Damage: Nose landing gear and propellers
Commander's Licence: Basic Commercial Pilots Licence
Commander's Flying Experience: 18,023 hours (of which 379 were on type)
Last 90 days - 6 hours
Last 28 days - 6 hours
Information Source: Aircraft Accident Report Form submitted by the pilot and reports by the maintenance organisation

The aircraft was returning to Gamston after a flight to Rotterdam. The flight was uneventful and the pilot contacted Gamston after being released by ATC at Waddington.

The pilot recalls that the circuit rejoin and the landing checks, including those for the landing gear, were normal. He states that the touchdown was normal and 'on the numbers' for Runway 03. The throttles were closed and the aircraft was decelerating when, approaching the runway exit point, the pilot 'felt a jerk' as the landing gear collapsed and the aircraft rapidly stopped. He switched off the fuel and electrical systems and, as he did so, noticed that the landing gear selector lever was above its DOWN detent.

After the aircraft was recovered the landing gear retraction system was examined. The damage prevented a full functional test being performed but the system was intact and there was no evidence of any malfunction. It was also noted that the 'D' doors, which close after main landing gear legs have been retracted, had not been damaged in the accident. There was also no damage to the step which aids access onto the walking area at the wing-fuselage junction. This step is mechanically linked to the retraction mechanism for the main landing gear legs. Collapse of the landing gear with the aircraft moving forward would normally result in damage both to the step and to the 'D' doors.