

Beech C24R Musketeer Super R, G-BYDG

AAIB Bulletin No: 5/2004	Ref: EW/G2004/02/03	Category: 1.3
Aircraft Type and Registration:	Beech C24R Musketeer Super R, G-BYDG	
No & Type of Engines:	1 IO-360-A1B6 piston engine	
Year of Manufacture:	1978	
Date & Time (UTC):	9 February 2004 at 1213 hrs	
Location:	Bournemouth, Dorset	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to underside of the fuselage and propeller	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	65 years	
Commander's Flying Experience:	15,624 hours (of which 37 were on type)	
	Last 90 days - 76 hours	
	Last 28 days - 40 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

After an instrument training detail the student pilot carried out an ILS approach followed by a go-around into a low-level visual circuit to land on Runway 26. The weather was calm with a high cloud base. As the aircraft touched down it became apparent to the crew that the landing gear was not down. The aircraft came to rest on the underside of the fuselage. The crew, who were wearing lap and diagonal seat belts, were uninjured.

It is common practice to leave the landing gear lowered for the whole of a low-level circuit but after the go-around the gear had been raised and this configuration was not recognised during the crew's 'downwind' or 'finals' checks. Furthermore, Bournemouth ATC do not require a 'landing gear down' confirmation radio transmission due to their mix of fixed and retractable landing gear traffic.