

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Beech 76 Duchess, G-WACJ	
<b>No &amp; Type of Engines:</b>	2 Lycoming O-360-A1G6D piston engines	
<b>Year of Manufacture:</b>	1980	
<b>Date &amp; Time (UTC):</b>	10 July 2011 at 1030 hrs	
<b>Location:</b>	Wycome Air Park, Buckinghamshire	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to aircraft underside, propellers and nacelles, both engines shock-loaded	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	48 years	
<b>Commander's Flying Experience:</b>	4,144 hours (of which 660 were on type) Last 90 days -136 hours Last 28 days - 53 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The student and instructor had completed several Engine Failure After Takeoff (EFATO) drills in the local area (these drills involved raising the flaps and the landing gear immediately after selecting full power to climb away). They then returned to Wycombe to complete a few circuits.

The instructor recalled checking for "three greens" on the final approach for a touch-and-go. The aircraft touched down normally and the student then applied full power. As the aircraft accelerated the nose started to drop and the instructor thought that the nose gear had collapsed.

He took control, shut down the engines and electrics and the aircraft slid to a halt on the runway. There were no injuries. The instructor subsequently noticed that the gear lever was in the UP position. He believes that the student had inadvertently raised the gear immediately after selecting full power, this being the sequence of actions performed earlier in the flight during the EFATO drills.

As a result of this accident the training centre has initiated a safety review of touch-and-go exercises.