

# Cessna Aircraft Company Cessna 310R, G-RODD

<b>AAIB Bulletin No:</b> 2/2002	<b>Ref:</b> EW/G2001/12/10	<b>Category:</b> 1.2
<b>Aircraft Type and Registration:</b>	Cessna Aircraft Company Cessna 310R, G-RODD	
<b>No &amp; Type of Engines:</b>	2 Continental Motors Corp IO-520-M	
<b>Year of Manufacture:</b>	1976	
<b>Date &amp; Time (UTC):</b>	18 December 2001 at 1530 hrs	
<b>Location:</b>	Marshland Airfield	
<b>Type of Flight:</b>	Private Flight	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Nose landing gear collapsed; damage to propeller	
<b>Commander's Licence:</b>	Private Pilots Licence	
<b>Commander's Age:</b>	57 years	
<b>Commander's Flying Experience:</b>	3113 hours (of which 1587 were on type)	
	Last 90 days - 27 hours	
	Last 28 days - 7 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

A preflight check of the aircraft was made, at around midday, while it was still in the hangar. Sometime later it was hand towed, by airfield workers, to the concrete apron in front of the hangar. It was parked with the nose wheel on the grass and, unusually, the towbar was left attached.

When the pilot arrived later, he took off his jacket and put it inside the aircraft while he completed the checks. During this, his mobile phone, which was in his jacket pocket, rang. He got into the aircraft to answer it. The purpose of the call was to tell him that the flight he had intended was no longer necessary. As he had to start the engines to reposition the aircraft on the grass parking area, he decided to get airborne anyway and carry out a visual circuit.

He remained in the aircraft, started the engines and taxied, using power for directional control, the short distance to Runway 03. At about 30 mph on the take off roll, with full power applied, the aircraft started to swing to the left. He was unable to correct this with rudder and so he closed the throttles and applied right brake. The aircraft left the runway, the nose landing gear collapsed and it came to a halt in an adjacent ploughed area. The pilot was wearing lap and diagonal upper torso restraint and escaped without injury.

The pilot had not completed his external check when he got into the aircraft to answer the mobile phone and had not noticed that the tow bar was still attached.