

ACCIDENT

Aircraft Type and Registration:	Rockwell Commander 112TC, G-ERIC	
No & Type of Engines:	1 Lycoming TO-360-C1A6D piston engine	
Year of Manufacture:	1976	
Date & Time (UTC):	11 July 2007 at 1900 hrs	
Location:	Cranfield Airport	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 2
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to left wing, nose cowl and propeller	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	N/K	
Commander's Flying Experience:	528 hours (of which 281 were on type) Last 90 days - 8 hours Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft touched down with the landing gear in an unsafe condition. During the landing roll, the nose and left main landing gear collapsed, causing the aircraft to veer to the left side of the runway. The left wing, nose cowl and propeller of the aircraft were damaged, but the occupants were uninjured.

History of the flight

The pilot made an approach to land on Runway 21 at Cranfield Airport in good weather conditions. As the aircraft crossed the runway threshold, the pilot reported that he noticed that only the right main landing gear was indicating down and locked. He attempted to go-around but there was insufficient time for the aircraft to respond and it touched down on the

runway. As it slowed during the landing roll, the nose and left main landing gear collapsed, causing the nose and left wing to come into contact with the runway. The aircraft veered to the left, coming to rest on the left-hand edge of the runway. The occupants, who were uninjured, exited the aircraft normally via the cabin doors.

The pilot stated that he had checked the landing gear position indications on the pre-landing checks and thought that he had seen three 'greens' after lowering the gear. There were no distractions to divert his attention during the approach.

At the time of writing, the aircraft had not been repaired.

If, during rectification, any pre-accident defects come to light, they will be reported in a future edition of the AAIB Bulletin.