

AAIB Bulletin No: 2/96

Ref: EW/G95/12/05

Category: 1.2

Aircraft Type and Registration: Cessna T310R, F-GGGG

No & Type of Engines: 2 Teledyne Continental TSIO-520-BB piston engines

Year of Manufacture: 1979

Date & Time (UTC): 18 December 1995 at 0954 hrs

Location: East Midlands Airport

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 4

Injuries: Crew - None Passengers - None

Nature of Damage: Extensive to underside & propellers

Commander's Licence: Commercial Pilot's Licence (France)

Commander's Age: 26 years

Commander's Flying Experience: 846 hours (of which 75 were on type)
Last 90 days - 86 hours
Last 28 days - 37 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was landing at East Midlands Airport after an IFR flight from Valenciennes (France). The aircraft was radar vectored onto the ILS for Runway 27, with a visibility reported as 4,000 metres and a cloud base of 1,500 feet. The pilot reported that he followed his standard procedure of lowering the landing gear as the aircraft approached one dot to go on the glideslope, followed by 10° flap with half a dot to go. He stated that while performing the landing checklist, a transmission was made by ATC which interrupted his checklist flow.

The landing gear was not down, the aircraft touched down on its belly and slid along the runway. There was no fire and all of the occupants vacated the aircraft by the normal means.

The pilot stated that the landing gear warning horn system had not sounded prior to landing. He concluded that the selector switch must have been moved to the mid position, rather than the down position.

Subsequent recovery of the aircraft by a local engineering company was facilitated by them lowering the landing gear using the hand crank system. Once lowered in this manner, the three green landing gear lights illuminated correctly.

The Aerodrome Controller did not observe the aircraft's landing gear status prior to touchdown.