

Beech 76 Duchess, G-BOFC

AAIB Bulletin No: 8/2003

Ref: EW/G2003/06/08

Category: 1.3

Aircraft Type and Registration:	Beech 76 Duchess, G-BOFC	
No & Type of Engines:	2 Lycoming LO-360-A1G6D piston engines	
Year of Manufacture:	1979	
Date & Time (UTC):	13 June 2003 at 1007 hrs	
Location:	Runway 26, Exeter Airport, Devon	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Both propellers bent and engines shock loaded. Lower fuselage damage	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	61 years	
Commander's Flying Experience:	11,984 hours (of which 2,500 were on type) Last 90 days - 141 hours Last 28 days - 71 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

This training flight was planned to culminate with a series of circuits and landings on the dry asphalt surface of Runway 26 (LDA 2,307 metres) at Exeter airport. The meteorological conditions were CAVOK with a variable 5 kt surface wind. The student was the handling pilot as the aircraft entered a low level circuit for a touch and go landing. The initial flap setting of 10° was selected on the downwind leg as part of the landing checks. A normal base leg was flown and the aircraft was lined up with the runway at 400 feet, full flap was selected at 200 feet. Neither pilot checked that the landing gear was down and the aircraft landed with its gear still retracted. Both pilots were uninjured.

The commander recalls first hearing the gear warning horn as the aircraft came to a halt on the runway. This aural warning is initiated when full flap is selected and the landing gear is not down and locked. The commander reported that, "the late selection of full flap ensured that the gear warning horn sounded at a late stage of the approach when the pilot's attention was absorbed by the impending touchdown".