

## Cessna 310Q, G-EGEE, 5 February 2000

**AAIB Bulletin No:** 4/2000      **Ref:** EW/G2000/02/04      **Category:** 1.2

**Aircraft Type and Registration:** Cessna 310Q, G-EGEE

**No & Type of Engines:** 2 Continental Motors Corp IO-470-VO piston engine

**Year of Manufacture:** 1969

**Date & Time (UTC):** 5 February 2000 at 1646 hrs

**Location:** Coventry Airport

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - None

**Injuries:** Crew - None - Passengers - N/A

**Nature of Damage:** Propellers damaged

**Commander's Licence:** Private Pilot's Licence with IMC Rating

**Commander's Age:** 45 years

**Commander's Flying Experience:** 446 hours (of which 27 were on type)  
Last 90 days - 50 hours  
Last 28 days - 25 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft had completed a VFR flight from Shoreham to Coventry. The weather at Coventry was wind 220°/12 kt, visibility 9,000 meters with cloud few at 1,200 feet and broken at 2,400 feet. The pilot received a clearance for an approach to Runway 23, number two to a Cessna 172.

At approximately 4 nm from the airport with the C172 in sight the pilot carried out the approach checks. He selected the landing gear selector switch to what he thought to be the down position but, due to the speed with which he was closing on the C172, he did not check that the three green indicator lights were illuminated. The pilot reduced power and progressively lowered flap in preparation for landing, but still with the distance between himself and the C172 reducing. He realised that a go around from the approach might be required.

As the C172 executed a 'touch and go', the C310 pilot was given clearance to land. The pilot checked the landing gear indicator lights and realised that they were not showing 'three greens'. He immediately applied full power to go around but the tips of both propellers contacted the runway surface leaving some thirty strike marks over a distance of some 40 to 45 meters and bending the propeller tips back. The aircraft climbed away and at some point the flaps were retracted. The pilot

was unaware that the propeller tips had struck the runway and so he carried out a normal circuit, lowering the landing gear during the downwind leg.

With the landing gear confirmed as locked down and the aircraft handling normally the pilot carried out a full flap landing and taxied to his allocated parking place without further incident. On shutting down the engines he could see that all the propeller tips had been bent back.

The C310 has a three position landing gear selector switch. The fully up and down positions raise and lower the landing gear respectively in the conventional manner. A third central position can be selected by engaging a small detent when emergency lowering of the landing gear is required. The pilot considered that for his first approach he had inadvertently selected the central position, whilst monitoring the other circuit traffic, and had not confirmed the landing gear position until just before touchdown.