

AAIB Bulletin No: 11/93

Ref: EW/G93/07/04

Category: 1.3

**Aircraft Type and Registration:** Rockwell Commander 112TCA, G-BIOJ

**No & Type of Engines:** 1 Lycoming TO-360-C1A6D piston engine

**Year of Manufacture:** 1977

**Date & Time (UTC):** 4 July 1993 at 1002 hrs

**Location:** Southampton (Eastleigh) Airport, Hampshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - 3

**Injuries:** Crew - None                      Passengers - None

**Nature of Damage:** Propeller, nose landing gear door and underside of aircraft

**Commander's Licence:** Private Pilot's Licence with IMC and Night Ratings

**Commander's Age:** 48 years

**Commander's Flying Experience:** 443 hours (of which 245 were on type)  
Last 90 days - 15 hours  
Last 28 days - 15 hours

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

The aircraft was completing a flight from Sywell and was making a direct approach to Runway 20 at Southampton (Eastleigh) Airport. The pilot reported that the landing gear was selected down at a range of 4½ miles. During the landing it was evident that the landing gear had not lowered and the aircraft came to rest on it's fuselage near the middle of the runway. The pilot attributed the cause of the accident to the "landing gear selector/landing gear warning horn" circuit breaker being out.

The landing gear position indicator lights consist of an individual 'gear-safe' green light for each landing gear and one 'unsafe' red (gear warning) light for the landing gear system. The green lights are individually controlled by 'down lock' position switches installed on each landing gear and will illuminate only when the corresponding landing gear is down and locked. The red unsafe (gear warning) light is illuminated while the gear is in transit between the up and the down positions and will remain illuminated if any single gear fails to lock in the extended position. There is no indication for the gear in the up position. Failure of any gear to fully extend and lock will be indicated by lack of illumination of its respective green gear-safe light.

The maintenance organisation, which is currently carrying out the aircraft repair, found no initial fault with the landing gear system.