

AAIB Bulletin No: 7/95

Ref: EW/G95/05/09

Category: 1.3

Aircraft Type and Registration: Cessna 210N Centurion, G-SUIT

No & Type of Engines: 1 Continental IO-520-C piston engine

Year of Manufacture: 1981

Date & Time (UTC): 9 May 1995 at 1605 hrs

Location: Edinburgh Airport

Type of Flight: Private

Persons on Board: Crew - 2 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Fuselage under surface and propeller blades damaged

Commander's Licence: Commercial Pilot's Licence

Commander's Age: 44 years

Commander's Flying Experience: 2,192 hours (of which 300 were on type)
Last 90 days - 86 hours
Last 28 days - 30 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The student was on an approved Instrument Rating course, and flew an ILS to Runway 25 followed by a go-around from Decision Altitude. After the go-around he positioned visually on a right-hand downwind for landing on Runway 08. Runway 08 is 799 metres long and lies about 900 metres to the south of the threshold of Runway 25. Because of the relative position of the two runways the manoeuvre carried out necessitated a very short downwind leg for Runway 08.

The student had a high workload in the short time available, visually orientating himself after an instrument approach and manoeuvring the aircraft, whilst carrying out the necessary checks. The instructor was also fully occupied in keeping a good look-out, monitoring the student's flying and having to make two RT "Downwind" calls and two "Finals" calls, because of the high density of radio traffic. Neither the student nor the instructor noticed that the landing gear had not been extended.

The aircraft settled onto the underside of the fuselage and slid to a stop on the runway centreline. There was no fire and, having made the aircraft safe, both crew disembarked through the normal exits. ATC immediately operated the omni-crash alarm and initiated an "Aircraft Accident", which was downgraded ten minutes later and then cancelled.