

ACCIDENT

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| Aircraft Type and Registration: | Cessna 210 Centurian, N761JU | |
| No & Type of Engines: | 1 Lycoming TSIO 520 R piston engine | |
| Year of Manufacture: | 1977 | |
| Date & Time (UTC): | 7 August 2007 at 1610 hrs | |
| Location: | Wycombe Air Park (Booker), Bucks | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - 1 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | Damage to the engine and propeller and possible damage to the fuselage | |
| Commander's Licence: | Private Pilot's Licence | |
| Commander's Age: | 42 years | |
| Commander's Flying Experience: | 810 hours (of which 202 were on type) Last 90 days - 20 hours Last 28 days - 4 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

Synopsis

The aircraft landed with the undercarriage UP. The pilot did not recall any warnings from the undercarriage aural warning system, which he had tested during his checks before flight.

struck the ground and it became apparent that the undercarriage was still retracted. The aircraft was shut down and the pilot and his passenger, who were both uninjured, vacated via the normal exits.

History of the flight

The pilot reported that the flight from Wellsbourne to Wycombe proceeded without incident, and the aircraft joined downwind for Runway 35 at Wycombe Air Park. The pilot completed his landing checks and believed that he had selected the undercarriage DOWN. He recalled checking that whilst on finals he had the green lights illuminated, which indicate that the undercarriage is DOWN and locked. As the aircraft landed the propeller

Upon inspection after the accident, the undercarriage selector was found to be in the UP position. The pilot did not recall any warnings from the undercarriage aural warning system, which he had tested during his checks before flight.

The pilot believes the accident was caused by his failure to lower the undercarriage before landing. He considers contributory factors include a possible failure of the

undercarriage aural warning system and the brightness of the sun during his landing checks. However, an examination of the undercarriage aural warning system shortly after the accident confirmed that it was serviceable.