

ACCIDENT

Aircraft Type and Registration:	Beech 76 Duchess, G-TWNN	
No & Type of Engines:	2 Lycoming (L)O-360-A1G6D piston engines	
Year of Manufacture:	1980 (Serial no: ME-329)	
Date & Time (UTC):	3 May 2017 at 1449 hrs	
Location:	Wellsbourne Mountford Airfield, Warwickshire	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to propellers, engines and fuselage	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	74 years	
Commander's Flying Experience:	15,000 hours (of which 20 were on type) Last 90 days - 47 hours Last 28 days - 24 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During a training flight the handling pilot did not lower the landing gear prior to landing and the aircraft landed with the wheels up. The commander assessed the cause of the accident to be "over-concentration on the flying and training aspects of the exercise, to the detriment of aircraft basic procedures".

History of the flight

The commander was conducting a training flight in preparation for the handling pilot's MEP class rating and single-pilot instrument rating renewal. The handling pilot occupied the left seat and the commander was in the right seat.

Following completion of upper air exercises, the handling pilot flew two circuits to Runway 36; both were normal two-engine approaches for touch-and-go landings and were completed in moderately turbulent conditions, with a 10 kt crosswind component. The commander noted that the only training issue from these circuits was a tendency for the pilot to over-control power to achieve the required speeds on final approach.

The accident approach, also to Runway 36, was a flapless approach for a touch-and-go landing. The commander commented that the handling pilot's speed control was again a problem and consequently his attention was focussed on monitoring the airspeed. The

aircraft was equipped with a single ASI, mounted on the left side of the left instrument panel. The commander stated that as the ASI indications are not clearly visible from the right seat, additional concentration was required in his monitoring of the airspeed. There were some relatively small airspeed control issues on the approach, which required verbal input from the commander.

The flare was a little high, and whilst talking the trainee through the correct touchdown technique the commander did not notice that the landing gear was still selected UP.

The aircraft landed in the normal landing attitude and skidded down the runway for some 150 m, drifting to the left of the centreline before coming to rest. The aircraft was made safe and vacated through the normal cockpit entry doors.

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