

ACCIDENT

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| Aircraft Type and Registration: | Diamond DA42 Twin Star, G-OCCX | |
| No & Type of Engines: | 2 Thielert TAE 125-02-99 piston engines | |
| Year of Manufacture: | 2006 (Serial no: 42.155) | |
| Date & Time (UTC): | 22 August 2017 at 1528 hrs | |
| Location: | Coventry Airport | |
| Type of Flight: | Training | |
| Persons on Board: | Crew - 2 | Passengers - None |
| Injuries: | Crew - None | Passengers - N/A |
| Nature of Damage: | Damage to both propellers and engines, the underside of the fuselage, antennas and entry steps | |
| Commander's Licence: | Airline Transport Pilot's Licence | |
| Commander's Age: | 74 years | |
| Commander's Flying Experience: | 15,100 hours (of which 25 were on type) Last 90 days - 52 hours Last 28 days - 17 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

On returning to Coventry Airport, after conducting upper air exercises as part of the first sortie of a Multi-Engine Piston Flight Instructor's course, the pilot under training who was flying the aircraft was introduced to asymmetric handling of the aircraft. During this time, as one engine was operated at 10% of engine load to give zero thrust, the landing gear warning horn sounded continuously. The pilot under training then joined right base for a flapless landing on Runway 05 with the engine still set at zero thrust. Although, the commander believed that he had verified the landing gear was down, the aircraft was subsequently landed gear-up.

The commander noted that the landing gear warning horn had been operating for the 10 minutes prior to the landing and, having grown accustomed to the sound, that this may have led to his failure to recognise that the landing gear was not down.