

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Cessna 310Q, N25XL	
<b>No &amp; Type of Engines:</b>	2 TCM 10-470-VO piston engines	
<b>Year of Manufacture:</b>	1974 (Serial no: 310Q)	
<b>Date &amp; Time (UTC):</b>	17 January 2021 at 1354 hrs	
<b>Location:</b>	Belfast International Airport	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Substantial damage to aircraft and minor scrape damage to runway surface and runway edge lighting	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	58 years	
<b>Commander's Flying Experience:</b>	1,590 hours (of which 900 were on type) Last 90 days - 5 hours Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot intended to fly some circuits to maintain recency and to conduct engine health checks. On the first landing the aircraft suddenly veered to the right and came to rest on the grass beside the runway. The pilot was uninjured and reported the landing was normal, and during approach the three green lights, indicating the landing gear was down and locked, were illuminated.

The AAIB did not attend, but the aircraft was later examined by a licenced engineer. It was identified that the right landing gear torque tube had failed in torsion (Figure 1). This torque tube should not have been carrying any load once the gear was locked down. Further examination revealed the landing gear had visible corrosion and an apparent lack of adequate lubrication of the pivot joints (Figure 2). An Annual / 100-hour inspection had been completed on 30 September 2020, 3½ months earlier, which included an inspection of the landing gear.

The AAIB has previously reported on other similar events to this type of aircraft<sup>1</sup> where lack of lubrication and/or freedom of movement of the landing gear mechanism pivot joints was a factor.

**Footnote**

<sup>1</sup> See AAIB reports [accessed June 2021]:  
N119RS - EW/G83/12/07 (<https://www.gov.uk/aaib-reports/cessna-c310q-n119rs-30-december-1983>)  
G-SOUL - EW/C95/11/6 (<https://www.gov.uk/aaib-reports/cessna-310r-g-soul-22-november-1995>)  
N850KF - EW/G2008/05/19 (<https://www.gov.uk/aaib-reports/cessna-310q-n850kf-10-may-2008>)



**Figure 1**

Right main landing gear torque tube showing condition and torsional failure



**Figure 2**

Images showing condition of right main landing gear mechanism pivot joints