

Cessna 310R, G-BGTT, 7 November 2001

AAIB Bulletin No: 4/2002

Ref: EW/G2001/11/05

Category: 1.2

Aircraft Type and Registration:

Cessna 310R, G-BGTT

No & Type of Engines:

2 Continental Motors Corp IO-520-MB piston engines

Year of Manufacture:

1979

Date & Time (UTC):

7 November 2001 at 1922 hrs

Location:

Jersey Airport

Type of Flight:

Public Transport (Cargo)

Persons on Board:

Crew - 1

Passengers -
None

Injuries:

Crew - None

Passengers -
N/A

Nature of Damage:

Damage to right main landing gear mechanism and right propeller

Commander's Licence:

Commercial Pilots Licence

Commander's Age:

44 years

Commander's Flying Experience:

3,898 hours (of which 595 were on type)

Last 90 days - 96 hours

Last 28 days - 28 hours

Information Source:

Aircraft Accident Report Form submitted by the pilot

The pilot taxied to holding point 'Golf' in preparation for departure for a cargo flight to Guernsey. Nothing unusual was noted during the taxi. After obtaining ATC clearance to line up on Runway 27, the pilot left the holding point and proceeded to enter the runway. As he did so, the right hand main landing gear collapsed without warning, causing the right wing and right hand propeller to strike the ground. The pilot shut down both engines, secured the aircraft and advised ATC of the event.

Examination showed that the rivets attaching the landing gear torque tube support bracket assembly (part number 5027002-5) to the wing structure had failed. This had allowed the aft end of the torque tube to become displaced, allowing the landing gear side brace to move out of lock and causing the right hand main landing gear to collapse.

The aircraft had been involved in an accident on 6 June 2001 where for reasons unrelated to this event, the right hand main landing gear had failed to retract and subsequently collapsed on landing (AAIB Bulletin 12/2001 refers). It is believed that the rivets holding the part number 5027002-5 support bracket for the torque tube had been overstressed in this accident, but that this damage had not been evident during subsequent external inspections of the landing gear.