

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Culver LCA Cadet, G-CDET	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp O-200-A piston engine	
<b>Year of Manufacture:</b>	1940	
<b>Date &amp; Time (UTC):</b>	5 September 2010 at 1630 hrs	
<b>Location:</b>	Eshott Airfield, Northumberland	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - N/A
<b>Nature of Damage:</b>	Damage to fuselage, gascolator, engine cowl, wing, cockpit and propeller	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	63 years	
<b>Commander's Flying Experience:</b>	207 hours (of which 47 were on type) Last 90 days - 11 hours Last 28 days - 7 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and subsequent AAIB enquiries	

The pilot stated that on approach to Eshott the aircraft encountered "extreme turbulence". He had difficulty extending the landing gear, which required both hands to operate, but believed that it was locked down. Following a normal landing the landing gear collapsed and the aircraft skidded to a halt on its underside. During the skid, the gascolator, mounted on the bottom of the aircraft forward of the firewall, sustained damage releasing fuel, and a fire broke out. Although flames entered the cockpit, the pilot vacated the aircraft with only a minor injury, and used the aircraft's fire extinguisher to tackle the fire. The extinguisher ran

out before extinguishing the fire, which was put out by members of the flying club who attended promptly with other extinguishers.

The pilot stated that lack of experience in turbulent conditions and the absence of a system to indicate that the gear was not locked down both contributed to the accident. In rebuilding the aircraft, the pilot plans to install a landing gear warning system and to reposition the gascolator to protect it better during any future gear-up landing.