

## Socata ST10 Diplomate, G-AZIB

**AAIB Bulletin No: 8/99 Ref: EW/G99/06/12      Category: 1.3**

**Aircraft Type and Registration:** Socata ST10 Diplomate, G-AZIB

**No & Type of Engines:** 1Lycoming IO-360-C1B piston engine

**Year of Manufacture:** 1971

**Date & Time (UTC):** 13 June 1999 at 1300 hrs

**Location:** Nottingham Airport

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - None

**Injuries:** Crew - None - Passengers - N/A

**Nature of Damage:** Engine shock loaded; damage to propeller, underside of fuselage and flaps

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 51 years

**Commander's Flying Experience:** 172 hours (of which 58 were on type)

Last 90 days - 6 hours

Last 28 days - 3 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

On a return flight from Sherburn Airfield, the pilot called 'Nottingham Radio' for airfield information. The weather was good and the pilot was advised to join the circuit for Runway 27. He descended on the deadside and, as he turned crosswind into the circuit, selected the first stage of flap; this would be his normal position for selecting gear down. There was no other traffic in the circuit and the pilot completed his 'Pre-landing' checks and called "Late downwind". On base leg, he selected final flap and moved the propeller lever to fully fine. He also pressed the gear test light and then made his 'Finals' call. His approach was good and he flared for his landing. On touchdown he realised that his gear was not extended and, after the aircraft came to rest on the runway, he secured the engine. While evacuating from G-ABIZ, the pilot noticed that the gear indicated 'Up'.

In an honest report, the pilot acknowledged that, during his 'Pre-landing' checks, he should have noticed that he had not selected the gear down.