

# Cessna 310Q, G-TVMM, 19 July 1996

## AAIB Bulletin No: 10/96 Ref: EW/G96/07/28 Category: 1.2

<b>Aircraft Type and Registration:</b>	Cessna 310Q, G-TVMM
<b>No &amp; Type of Engines:</b>	2 Continental IO-470-VO piston engines
<b>Year of Manufacture:</b>	1973
<b>Date &amp; Time (UTC):</b>	19 July 1996 at 1530 hrs
<b>Location:</b>	Castle Mill, Bedford
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1 Passengers - 1
<b>Injuries:</b>	Crew - None Passengers - None
<b>Nature of Damage:</b>	Right wing skin and wing attachment fittings
<b>Commander's Licence:</b>	Basic Commercial Pilot's Licence
<b>Commander's Age:</b>	50 years
<b>Commander's Flying Experience:</b>	1,918 hours (of which 368 were on type) Last 90 days - 81 hours Last 28 days - 25 hours
<b>Information Source:</b>	Air Accident Report Form submitted by the pilot plus an Occurrence Report from Safety Data Department

On the day of the accident the aircraft flew from Cranfield to Castle Mill where an approach to Runway 25 was flown in good weather and light, variable wind conditions. The final approach speed was between 85 and 90 knots and obstacles beneath the final approach path were cleared without difficulty. At about 10 feet above the runway the aircraft began to sink and so full power was applied with the intention of going around. However, the aircraft touched down heavily and the intended go-around became a 'touch and go'. A second, uneventful approach was flown followed by a normal landing.

After landing it was noticed that the 'Dzus' fasteners on the inboard side of the right engine cowling were distorted but they had not pulled out of the cowling flap. There being no obvious signs of any other damage the pilot decided to fly the aircraft back to its home base at Fair Oaks.

An into-wind take-off was made uneventfully from Runway 07 and the transit flight to Fair Oaks was normal but on arrival in the circuit the left main landing gear light did not illuminate when the gear was lowered. A visual inspection by the ATC Tower staff indicated that the gear leg appeared to be fully down and so the pilot landed normally.

At Fair Oaks the aircraft was inspected by engineers who noticed that the skin on the underside of the right wing was very slightly rippled. With the aircraft supported on jacks the engineers observed that upward force applied to the propeller spinner resulted in slight movement of the wing to fuselage fairing in the dihedral sense.

Full investigation of the damage has been deferred pending permission from the insurers to dismantle the aircraft. A relationship between the damage incurred at Castle Mill and the gear indication at Fair Oaks could not be determined because the aircraft had a recent history of erratic landing gear down indications. Apparently the left main landing gear light sometimes did not illuminate even though the gear leg appeared to be locked down.

The pilot attributed the cause of the heavy landing to wind shear associated with trees near the threshold of the runway.