

ACCIDENT

Aircraft Type and Registration:	Beechcraft BE58 Baron, G-BTFT
No & Type of Engines:	2 Continental Motors Corp IO-520-CB piston engines
Year of Manufacture:	1979 (Serial no: TH-979)
Date & Time (UTC):	2 September 2013 at 0935 hrs
Location:	Compton Abbas Airfield, Dorset
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Shock-loaded engines, propellers, flaps and landing gear doors
Commander's Licence:	Commercial Pilot's Licence
Commander's Age:	72 years
Commander's Flying Experience:	3,460 hours (of which 1,387 were on type) Last 90 days - 38 hours Last 28 days - 26 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

The pilot was positioning the aircraft to Compton Abbas Airfield for maintenance. He reported that on final approach he selected the landing gear handle to the DOWN position and checked that the three green landing gear position indicator lights were illuminated. As he flared the aircraft, it sank onto the grass runway with the landing gear retracted. He was uninjured.

10 to 15 kt. The aircraft was established on a straight in approach to grass Runway 26. At a range of about 4 nm and a height of 1,500 ft AAL, the pilot selected the first stage of flap, then the landing gear handle to the DOWN position. He confirmed that the three green landing gear position indicator lights were illuminated and completed his pre-landing checklist.

History of the flight

The pilot was carrying out a positioning flight from Thruxton Aerodrome to Compton Abbas Airfield for scheduled maintenance. The weather was good, with visibility in excess of 10 km in bright sunshine, scattered cloud at 2,500 ft and a north-westerly wind of

When established on his final descent, the pilot lowered full flap. There was some light turbulence, which increased as the aircraft neared the airfield, and he adjusted the aircraft's flight path in order to touch down at the threshold of the runway. He flared the aircraft and noticed that it was sinking lower than normal. Realising

that the aircraft would contact the ground before he could initiate a go-around, he closed the throttles fully. The aircraft touched down and came to a stop with the landing gear retracted. He was uninjured.

The aircraft was recovered by an engineering organisation and lifted by crane. The landing gear motor circuit breaker was found closed and the landing gear selector handle was in the DOWN position. The inboard landing gear doors had opened and been sheared off, indicating that the lowering of the landing gear had

commenced before the landing. The landing gear was lowered without difficulty using the mechanical landing gear release mechanism. The pilot reported that he did not hear the landing gear warning horn, which was set to activate at between 1,200 and 1,500 rpm. At the time of the report, repairs to the aircraft were ongoing.

The pilot considered that, when he checked the three green landing gear position indicator lights, they had not been illuminated but appeared to be due to the bright sunlight.