

No: 11/90**Ref: EW/G90/08/22****Category: 1b**

Aircraft Type and Registration:	Cessna 210, N761VY
No & Type of Engines:	1 Continental 520 piston engine
Year of Manufacture:	1978
Date and Time (UTC):	26 August 1990 at 1500 hrs
Location:	Glasgow Airport, Strathclyde
Type of flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - 1 (minor) Passengers - N/A
Nature of Damage:	Landing gear tyre burst, propeller tips bent, engine shock-loaded
Commander's Licence:	Private Pilot's Licence with IMC rating
Commander's Age:	22 years
Commander's Total Flying Experience:	270 hours (none on type)
Information Source:	Aircraft Accident Report Form submitted by the pilot

After departing Glasgow for a flight to Jersey, the pilot became aware of an indication fault on his Mode C transponder and elected to return to Glasgow. On final approach to runway 28, the landing gear was lowered but the single "down and locked" light failed to illuminate. Recycling the gear failed to result in a safe indication, as did selecting the brightness control to maximum. As the pilot could see the main landing gear wheels, he concluded that the problem lay with the nose landing gear. Following an approach and go-around the tower confirmed that all landing gear wheels appeared to be down. The pilot was then asked to hold-off for 15-20 minutes because of traffic, following which another approach was made to runway 28. A high landing speed resulted in the pilot having to execute a go-around. He then flew a circuit onto runway 23. The pilot stated this approach was flown at the correct speed, although his recollection of subsequent events was unclear. The aircraft apparently landed heavily on its main wheels, bounced and landed again in a flat attitude, which caused the nose wheel tyre to burst and the propeller to contact the ground. The pilot was treated for shock, concussion and neck injuries but did not need to be detained in hospital.

When a senior member of the operating company examined the aircraft, he noted that the landing gear light was not illuminated. However, it did illuminate when he touched the brightness control, which suggested to him that there was an intermittent electrical contact.