

**Aviation Safety Investigation Report
198601439**

Gulfstream 695B

20 November 1986

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NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

Occurrence Number: 198601439
Location: Mangalore VIC
Date: 20 November 1986
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1355 approx

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	2

Aircraft Details: Gulfstream 695B
Registration: VH-LTM
Serial Number:
Operation Type: Aerial Work (Training)
Damage Level: Substantial
Departure Point: Mangalore VIC
Departure Time: 1355 approx
Destination: Mangalore VIC

Approved for Release: February 2nd 1987

Circumstances:

The crew was conducting a series of circuits and landings. The check pilot was sitting in the right hand control seat and was holding the checklist. During the circuit in question, the check pilot spent a considerable amount of time discussing various aspects of the aircraft operation. There was further cockpit talk during the final approach, and neither pilot realised that the landing gear had not been lowered. The aircraft slid on its belly for some 360 metres after touchdown. No fault was subsequently found with the aircraft or its systems. The gear warning horn was serviceable, but had probably been deactivated by the pilot when power was reduced in the early stages of the circuit. To re-arm the warning system, the power levers have to be advanced to about 30 torque. The particular circuit was being flown with the flaps up, and was probably conducted at a power setting lower than that required to effect re-arming. The pilot in the left seat had experienced minor difficulties in handling the aircraft as precisely as desired, and the check pilot had assumed an instructional role. Under these circumstances, the normal two-pilot challenge and response method of conducting the various pre-landing checks had broken down.