

Trevor Thomas

Keystone Aerial Surveys



3/25/2019

On 3/24/2019 MEI Carl Levison and myself departed KFRG in N358MN at around 2:25pm for precoordinated survey work near Belmont Park. Carl Levison was instructing me on how to fly survey lines following their FMS system and how to operate the C-310 aircraft. This project was flown at 1000 feet agl and had a speed restriction to be below 120kts groundspeed. Carl Levison had pulled the circuit breaker and I did not hear a gear warning horn. I did not recognize that he had pulled the breaker at the time. Upon completion of this project we headed back to KPNE. I was being instructed on power management. We were assigned straight in for Runway 24 by tower. On about a 1.5-2 mile final we were above glide path and our speed was too fast for the gear extension. I said "I need to level off" because I wanted to slow to 160 to put down the gear. Carl said "No you need to get down now." and pushed the yoke forward into a steep descent which I then continued. Carl began adjusting power, activating speed brakes, putting flaps down and the gear handle. Seconds before touchdown there was a call on the radio "Go around, go around, go around" However I knew it was not Carl saying it and neither of us knew who was saying it or that it was directed at us since we were focused on landing. The airplane touched down around 3:45pm on center line and slid down and to the left side of the runway. I did not know the gear was not down and locked. The fire department came and investigated to find that no one was injured and there was no risk of fire. All the fuel and electrical had been turned off after landing.