

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Piper PA-28R-180 Cherokee Arrow, N171JB	
<b>No &amp; Type of Engines:</b>	1 Lycoming IO-360 piston engine	
<b>Year of Manufacture:</b>	1968	
<b>Date &amp; Time (UTC):</b>	21 June 2010 at 1011 hrs	
<b>Location:</b>	Oban Airport, Argyll	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 2
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to left wing flap, fuselage, nose gear doors and propeller	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	53 years	
<b>Commander's Flying Experience:</b>	12,895 hours (of which 445 were on type) Last 90 days - 47 hours Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

The pilot reported that he felt the right main gear start to collapse on touchdown. He selected the gear UP and attempted a go-around, but the aircraft touched the ground so the pilot chose to land with the gear retracting.

## History of the flight

The pilot had flown an unremarkable private flight with two passengers on board from Kirknewton Airfield, where the aircraft was based, to Oban Airport. On arrival, the pilot reported that he joined the circuit from the overhead and configured the aircraft for landing by extending the gear during the downwind leg. He stated that he confirmed three green 'gear down-and-locked'

indication lights were illuminated, but added that it was difficult to see the lights in the bright sunlight.

As the aircraft descended to touchdown on the runway, the pilot reported feeling a bump as the right wheel touched down, but the aircraft continued to descend. No aircraft warnings were reported by the pilot to suggest that the gear was not down or that it was unsafe. The pilot then selected the gear UP and attempted to fly a go-around. As he relaxed back pressure on the control column to level the aircraft, the step protruding from the fuselage touched the ground. The pilot then chose to commit to a landing with the gear retracting; this was later confirmed by

post-accident pictures which showed the nose gear doors were still open. The aircraft skidded along the runway for a distance of approximately 100 m before coming to rest. The occupants were not injured and exited the aircraft normally.