

ACCIDENT

Aircraft Type and Registration:	Aeromot AMT-200 Super Ximango, G-BWNY	
No & Type of Engines:	1 Rotax 912-A2 piston engine	
Year of Manufacture:	1996	
Date & Time (UTC):	25 June 2008 at 1000 hrs	
Location:	RAF Syerston, Nottinghamshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Propeller blades damaged and possible engine shock-loading	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	40 years	
Commander's Flying Experience:	1,624 hours (of which 40 were on type) Last 90 days - 15 hours Last 28 days - 10 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

In an effort to avoid rapidly approaching inclement weather, the pilot joined the circuit on the down wind leg but failed to extend the landing gear. In combining the 'circuit joining' checks with the 'down wind leg' checks he omitted the landing gear check and landed with the gear retracted.

History of the flight

The pilot was an experienced motor glider pilot with over 40 hours on type and was conducting a local flight in the vicinity of the airfield. As the flight progressed he noted the rapid approach of a heavy rain shower and became concerned that this would separate him from the airfield. The pilot elected to cut the flight short

and returned to the airfield, joining the circuit for the grass Runway 25 on the down wind leg, but omitted to extend the landing gear. He then combined the 'circuit joining' checks with the 'down wind leg' checks and in doing so missed the landing gear check, which would normally have been part of his down wind leg routine. As the pilot extended the airbrakes prior to landing, the configuration warning buzzer sounded to signal that the gear had not been extended. However, the pilot was wearing a noise-attenuating headset and did not hear the warning. He continued the approach and landed with the gear retracted, resulting in damage to the aircraft's propeller blades.

Discussion

In cutting short the flight, joining the circuit on the down wind leg and combining the 'circuit joining' checks with the 'down wind leg' checks, the pilot deviated from his anticipated approach and landing and thus had a higher than normal workload. This is a typical scenario in which human factors issues, such as missed tasks and checks, can become prevalent. The use of a noise-attenuating

headset, which reduced or removed the ability of the pilot to hear the configuration warning buzzer, was also a contributory factor. The manufacturer provides a caution in the owner's guide, to advise pilots to ensure that aircraft warning alarms can still be heard when using the headset. The pilot in this accident has elected to modify the aircraft, so that the configuration warning buzzer is now transmitted through the intercom.