

Piper PA-28R-201 Cherokee Arrow III, G-MEME

AAIB Bulletin No: 3/2003	Ref: EW/G2003/01/07	Category: 1.3
Aircraft Type and Registration:	Piper PA-28R-201 Cherokee Arrow III, G-MEME	
No & Type of Engines:	1 Lycoming IO-360-C1C6 piston engine	
Year of Manufacture:	1990	
Date & Time (UTC):	6 January 2003 at 1345 hrs	
Location:	Bodmin Airfield, Cornwall	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to propeller, engine, flaps and underside of fuselage	
Commander's Licence:	Private Pilots Licence with IMC Rating	
Commander's Age:	54 years	
Commander's Flying Experience:	504 hours (of which 378 were on type)	
	Last 90 days - 6 hours	
	Last 28 days - 0 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot was carrying out a circuit and landing at Bodmin Airfield, Cornwall. The grass Runway 13 was in use, with the surface wind from 090° at 15 kt. During the circuit, the pilot paid particular attention to flying an accurate circuit pattern. On the downwind leg he made a position report radio call, but omitted to include a landing gear down selection with the rest of his checks. On base leg, two stages of flap (25°) were selected and, when on final approach, an attempt was made to select full flap (40°). When the flap lever was pulled to the full flap position it did not latch, but instead sprung back to the first stage position (10°). The pilot made at least one further attempt to get full flap but was only able to achieve 25°. During the flare the aircraft floated further than usual before contacting the ground on the underside of the fuselage and sliding to a halt on the runway.

The pilot reported that he had been distracted by his attempts to obtain full flap and had thereby missed his final approach check of the landing gear green lights. The aircraft is fitted with a landing

gear warning horn and red warning light, which should be activated whenever power is reduced below 14 inches of manifold pressure and/or whenever the flaps are extended beyond the approach position (10?), with the landing gear not down and locked. The pilot did not recall the occurrence of any landing gear warning in this case. The warning system will be tested for serviceability during the aircraft's repair.