

No: 3/92

Ref: EW/G91/12/08

Category: 1b

Aircraft Type and Registration: T-6G Harvard, G-BHTH

No & Type of Engines: 1 Pratt and Whitney R1340-AN1 piston engine

Year of Manufacture: 1950

Date & Time (UTC): 30 December 1991 at 1320 hrs

Location: Southampton Eastleigh Airport, Hampshire

Type of Flight: Private

Persons on Board: Crew - 2 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Substantial damage to propeller, nose structure, wheels and flaps

Commander's Licence: Commercial Pilot's Licence with IMC and Instructor ratings

Commander's Age: 47 years

Commander's Flying Experience: 5,064 hours (of which 6 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The purpose of the flight was pilot conversion to type. On base leg the aircraft was configured with the landing gear down and flaps at 20°. ATC issued clearance to 'continue' as there was commercial traffic on the runway and, as the aircraft turned finals, the instructor warned his student, who was the handling pilot, to be prepared for a go-around. At this point the instructor, who was in the rear seat, opened the canopy in order to improve his view of the runway. ATC then cleared the aircraft to either, 'touch and go' or 'go-around' and the instructor advised that he would carry out a 'touch and go'. The aircraft subsequently touched down with the landing gear retracted. The instructor stated that the landing gear warning horn had sounded as the aircraft touched down and at the same time he had been warned by ATC that his landing gear appeared to be retracted.

The instructor attributed the cause of the accident to his allowing the student to raise the landing gear on finals instead of lowering the flaps to 30°. The two operating levers are close together and the instructor considers that he failed to notice the mistake because his head was outside the cockpit while he was trying to get a better view of the commercial traffic clearing the runway.