

No: 2/91

Ref: EW/G90/12/06

Category: 1c

Aircraft Type and Registration: Reims Cessna F177RG, G-BAGN

No & Type of Engines: 1 Lycoming IO-360-A1B6D piston engine

Year of Manufacture: 1973

Date and Time (UTC): 13 December 1990 at 1200 hrs

Location: Halfpenny Green Airfield, Staffordshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Propeller bent, engine exhaust crushed, under side aerials bent.

Commander's Licence: Private Pilot's Licence with IMC and Night ratings

Commander's Age: 39 years

Commander's Total Flying Experience: 280 hours (of which 127 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot reports that she intended carrying out a short local flight followed by some circuit practice in preparation for the renewal of a lapsed night rating. When she returned to the circuit she carried out six 'touch-and-go' landings and intended to make a full stop on the seventh. On this landing the pilot inadvertently landed the aircraft with the landing gear retracted.

In a full and frank accident report the pilot admits that on the final circuit, although convinced that she had carried out all the checks, she must have omitted to check the position of the landing gear. On the first six circuits she had raised the landing gear after take-off, and lowered it again on the downwind leg. She considers it possible that, in concentrating on making the last landing as smooth as she was able and although convinced that she had completed all the checks, she may have associated them with those carried out on the previous circuit. It is noted that certain training organisations recommend no more than three consecutive 'touch and go' landings, when operating aircraft with retractable landing gear, in order to avoid such confusion.