

ACCIDENT

Aircraft Type and Registration:	Piper PA-28R-200-2 Cherokee Arrow II, G-AZSF	
No & Type of Engines:	1 Lycoming IO-360-C1C piston engine	
Year of Manufacture:	1972	
Date & Time (UTC):	6 May 2008 at 1515 hrs	
Location:	Wellesbourne Mountford Airfield, Warwickshire	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Propeller damaged and engine shock-loaded, damage to underside of fuselage and flaps	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	48 years	
Commander's Flying Experience:	6,778 hours (of which 200 were on type) Last 90 days - 65 hours Last 28 days - 23 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Whilst carrying out an assessment flight for the issue of a Certificate of Competence, the aircraft was landed with the landing gear in the retracted position. Due to a misunderstanding, the candidate and the examiner each assumed the other had completed the final pre-landing checks.

History of the flight

The aircraft was being flown from the front left seat by the candidate pilot under the supervision of an examiner in the right seat. The purpose of the flight was to carry out a post-training skills test to enable the examiner to issue a Certificate of Competence, CAA form F170A. This is a prerequisite for undertaking a CAA skills test for the issue of a Commercial Pilot's Licence.

The bulk of the assessment tasks had been completed and the aircraft had returned to the airfield to complete the remaining circuit elements. During the first circuit, the examiner reminded the candidate to call the 'reds, blues and three greens' check, out loud. This is a final check before landing, to ensure the engine mixture and propeller controls are set to the correct position and the landing gear is locked down.

The second circuit was a bad weather circuit. This entails flying closer to the airfield and at a lower level than normal, to enable an aircraft to remain in sight of the airfield in poor visibility. The examiner called out "reds, blues and three greens" with the intention of reminding the candidate to call the checks out loud. The

candidate understood this call to mean these checks had been completed.

The aircraft landed with the landing gear retracted and slid to a stop on the runway. The aircraft was shut down and the two uninjured occupants disembarked.

Comment

The examiner reported that he had been closely monitoring the candidate's bad weather circuit and approach, and had not noticed that the landing gear remained retracted.

The candidate on hearing the instructor call 'reds, blues and three greens', assumed this meant the checks had been completed. In this high workload environment the assumption may well have been subconsciously reinforced by the cross-cockpit authority gradient and that during training a student becomes used to following directions from an instructor.

The result was that the candidate and the examiner each assumed the other had completed the final pre-landing checks.