

No: 10/92

Ref: EW/G92/07/13

Category: 1c

Aircraft Type and Registration: Piper PA-28RT-201, G-BMKE
No & Type of Engines: 1 Lycoming IO-360-C1C6 piston engine
Year of Manufacture: 1979
Date & Time (UTC): 18 July 1992 at 1639 hrs
Location: Cardiff-Wales Airport, South Glamorgan
Type of Flight: Private
Persons on Board: Crew - 2 Passengers - None
Injuries: Crew - None Passengers - N/A
Nature of Damage: Damage to propeller, engine mounting and underside of aircraft. Damage to two runway lights.
Commander's Licence: Private Pilot's Licence with IMC and Night ratings
Commander's Age: 45 years
Commander's Flying Experience: 128 hours (of which 87 were on type)
Last 90 days - 7 hours
Last 28 days - 2 hours
Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot joined the circuit for a righthand visual approach to runway 30. The weather was fine with a surface wind of 200°/12 kt. The landing gear was lowered and the downwind checks completed, however, as the aircraft was about to turn onto base leg the pilot was instructed to orbit in his present position due to inbound medium jet traffic. The pilot raised the landing gear and carried out three orbits before being cleared onto finals. Expecting turbulence from the preceding aircraft the pilot elected to carry out one further orbit on finals before recommencing a steeper than normal approach.

The pilot completed his finals check of "propeller pitch fine, landing gear down, fuel sufficient and altimeter set" and trimmed the aircraft for an approach speed of 80 kt with two stages of flap. During the final stages of the approach the pilot heard what he believed to be the stall warning horn. He checked his speed at 75 kt and continued to land. The aircraft landed with the landing gear retracted, slid along the runway, damaging two runway lights, and came to rest in an upright position on tarmac to the right of the runway.

The pilot and passenger, who were wearing lap and diagonal harnesses vacated the aircraft without injury. The airport fire service were in attendance half a minute after the accident.

The pilot reported that during his finals check of the landing gear he believed that the gear was down without consciously checking the position.