

No: 5/90

Ref: EW/G90/02/05

Category: 1c

**Aircraft Type and Registration:** SIAI-Marchetti F.260, G-MACH

**No & Type of Engines:** 1 Lycoming O-540-E4A5 piston engine

**Year of Manufacture:** 1967

**Date and Time (UTC):** 21 February 1990 at 0825 hours

**Location:** Southampton Airport, Hampshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1      Passengers - None

**Injuries:** Crew - None      Passengers - N/A

**Nature of Damage:** Damage to propeller, lower fuselage and inboard flap sections

**Commander's Licence:** Airline Transport Pilot's Licence

**Commander's Age:** 44 years

**Commander's Total Flying Experience:** 3,300 hours (of which 550 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft was executing a VFR approach between other aircraft on IFR approaches. In an attempt to avoid inconveniencing the other traffic, the pilot decided to maintain a high approach speed and to lower the landing gear at 1½ miles on finals. The pilot reported that he was distracted on finals by ATC advising the current surface wind, which was 230°/20 kt gusting to 25, and omitted to lower the landing gear. At a very late stage of the approach he noticed that the amber 'gear up and locked' light was on. As he applied full power to go-around he heard the propeller tips strike the runway. Because of the likely damage to the propeller, he then closed the throttle and executed a wheels-up landing. He attributed the fact that he did not hear the gear warning horn to his wearing noise-cancelling headphones.