

**ACCIDENT**

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|--|--|-------------------|
| <b>Aircraft Type and Registration:</b> | Piper PA-34-200T Seneca II, G-BOWE   |                   |
| <b>No &amp; Type of Engines:</b>       | 2 Continental Motors Corp TSIO-360-EB piston engines   |                   |
| <b>Year of Manufacture:</b>            | 1978   |                   |
| <b>Date &amp; Time (UTC):</b>          | 10 September 2008 at 0921 hrs  |                   |
| <b>Location:</b>                       | Runway 19, Oxford Airport  |                   |
| <b>Type of Flight:</b>                 | Training   |                   |
| <b>Persons on Board:</b>               | Crew - 2   | Passengers - 1    |
| <b>Injuries:</b>                       | Crew - None  | Passengers - None |
| <b>Nature of Damage:</b>               | Both propellers severely damaged and engines shock-loaded, light damage to underside of aircraft and left flap |                   |
| <b>Commander's Licence:</b>            | Airline Transport Pilot's Licence  |                   |
| <b>Commander's Age:</b>                | 63 years   |                   |
| <b>Commander's Flying Experience:</b>  | 8,700 hours (of which 3,500 were on type)<br>Last 90 days - 118 hours<br>Last 28 days - 39 hours               |                   |
| <b>Information Source:</b>             | Aircraft Accident Report Form submitted by the pilot   |                   |

**Synopsis**

The aircraft was established on a steeper than normal final approach to Runway 19 at Oxford Airport. The instructor, whilst aware the approach checks had not been completed, took the opportunity to teach the student how to recover the situation. The landing flap was lowered but the landing gear was not and the aircraft touched down with the landing gear retracted.

**History of the flight**

The aircraft was returning from a training flight to the west of Oxford Airport. The student pilot was flying the aircraft from the left seat with an instructor in the right seat. They joined the circuit on a right base leg for

Runway 19. The weather was good with a surface wind from 200° at 11 kt, visibility greater than 10 km, a few clouds at 1,500 ft, a temperature of 16°C and dew point of 13°C.

After positioning behind another aircraft on an ILS approach, the aircraft was high on the final approach; the instructor later reported that the aircraft had been at 1,500 ft QNH (approximately 1230 ft agl) whilst 2.7 nm from the airfield beacon. The indicated airspeed (IAS) was 115 kt and the landing checks, which include the flaps and landing gear, had not been completed. The instructor told the student to reduce airspeed and lower full landing flap when the IAS reduced below 107 kt.

To expedite the process, the instructor lowered 25° of flap and then full flap at 107 kt instructing the student to stabilise the IAS at 85 kt for the approach. The student tried to achieve this by closing the throttles to 15 inches of Manifold Air Pressure (MAP) and raising the aircraft nose.

At that stage, the instructor was aware that the landing gear was not in the DOWN position but decided to allow the student to continue the approach. He then concentrated on teaching the student the ‘point and power’ technique rather than him carrying out large pitch changes on the final approach. As the aircraft approached the runway threshold, the instructor told the student to set 15 inches of MAP and fly the aircraft level. The instructor then realised that the aircraft was too low, and before he could apply full power and execute a go-around the propeller tips contacted

the runway surface. The instructor closed the throttles and the aircraft settled onto the runway. Neither pilot was injured and, having isolated the aircraft fuel and electrical systems, they vacated the aircraft through the normal exit. The airfield Rescue and Fire Fighting Service attended immediately.

The aircraft is fitted with a landing gear audio warning which alerts the pilot if the landing gear is not in the DOWN position when the MAP is reduced below 14 inches. At no time during the approach was the audio warning heard.

### **Conclusion**

The instructor concluded that the cause of the accident was his decision to continue to instruct the student rather than complete the landing checks.