

No: 10/89

Ref: EW/G89/06/09

Category: 1c

Aircraft Type and Registration: Piper PA-34-220T, G-BLYK

No & Type of Engines: 2 Continental Motors Corp piston engines, TSIO-360-KB2 (left)
LTSIO-360-KB2 (right)

Year of Manufacture: 1984

Date and Time (UTC): 13 June 1989 at 1327 hrs

Location: Southampton Airport

Type of Flight: Training

Persons on Board: Crew - 2 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Damage to underside of fuselage, left flap, propellers and nose-gear doors

Commander's Licence: Private Pilot's Licence with IMC and Full Instructor Ratings

Commander's Age: 41 years

Commander's Total Flying Experience: 1,146 hours (of which 184 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was being used in a training detail and the accident occurred during a simulated asymmetric circuit. The Instructor states that, on left-hand base leg, the pilot under training selected gear 'down', with 20" manifold pressure on the right-hand engine and one stage of flap; the instructor felt the landing gear go down and saw the 3 green lights.

At 600 ft the pilot under training turned the aircraft onto finals, transmitted "G-YK Finals, Touch and Go" and said "Three Greens" which the Instructor confirmed, and selected the second stage of flap. The Instructor states that, on final approach, the configuration seemed ideal and that the pilot under instruction rounded out at about 10 ft, yawed straight and cut the power. At touchdown the crews perception was that the landing gear appeared to fold and the aircraft settled onto its belly.

Subsequent examination of the aircraft revealed that the first contact with the runway had been with the landing gear fully retracted and with stage one flap selected.

When the aircraft was recovered from the runway, power was applied and the landing gear extended normally. Subsequent ground extension-retraction cycles have failed to reveal any malfunction of the landing gear system.