

ACCIDENT

Aircraft Type and Registration:	Piper PA-32R-300, Cherokee Lance, N38945	
No & Type of Engines:	1 Lycoming IO-540-K1G5D piston engine	
Year of Manufacture:	1977	
Date & Time (UTC):	30 June 2008 at 1515 hrs	
Location:	North Weald Airfield, Essex	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to propeller, flaps, pitot tube and wing/fuselage underside	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	50 years	
Commander's Flying Experience:	392 hours (of which 155 were on type) Last 90 days - 18 hours Last 28 days - 14 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB	

Synopsis

After two successful touch-and-go landings the aircraft made an inadvertent gear-up landing. The pilot believed that he had selected the gear lever down but then became distracted and may not have checked for 'three greens'.

History of the flight

The pilot had completed two touch-and-go landings and was climbing into the circuit for a third landing. On the downwind leg there was another aircraft ahead; the pilot of this aircraft asked the air/ground operator for the position of the other aircraft in the circuit. The operator reported that the traffic was behind him and the pilot of N38945 followed this report with a "downwind" call

and then carried out his downwind checks. The pilot stated that he normally lowers the landing gear abeam the numbers on the downwind leg and then turns base and selects two stages of flap. On final he normally selects the third stage of flaps and checks "reds, blues and three greens". When he was established on final the air/ground operator reported the wind and the position of the aircraft ahead. The pilot did not hear the position report and asked for it to be repeated. He then reported final and started to slow the aircraft. During the flare he realised that something was wrong when he heard a scraping noise from underneath the aircraft. He looked down at the gear lever and saw that the lever was selected

DOWN but the three green lights were out. The aircraft slid on its underside and then veered to the right and came to rest in the grass area to the side of the runway.

An engineering company at the airfield examined the aircraft after the accident and reported that they did not find a fault with the landing gear system.

Pilot's assessment of the cause

The pilot believed that he had selected the gear lever down but then became distracted and may not have checked for 'three greens'.