

ACCIDENT

Aircraft Type and Registration:	Piper PA-28R-201 Cherokee Arrow III, G-WAMS	
No & Type of Engines:	1 Lycoming IO-360-C1C6 piston engine	
Year of Manufacture:	2001	
Date & Time (UTC):	29 June 2010 at 1613 hrs	
Location:	Stapleford Airfield, Essex	
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 and propeller, engine shock loaded	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	68 years	
Commander's Flying Experience:	11,748 hours (of which 6,636 were on type) Last 90 days - 45 hours Last 28 days - 21 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot.	

The examiner and the candidate were carrying out a skills test with the candidate occupying the left seat and the examiner the right. During the upper air work, while carrying out a stall recovery with the aircraft in a clean configuration and the landing gear retracted, the landing gear audio warning was heard to function normally when the throttle was closed.

The final element of the test was for the candidate to demonstrate a flapless landing on Runway 22L. The weather was good, with a light southwesterly surface wind and CAVOK. The aircraft joined left base and

the Fuel, Radio, Engine, Direction Indicator (DI) and Altimeter (FREDA) checks were performed. A slightly steeper than normal approach was made, with a low power setting and an IAS of 80 kt. The aircraft was flared at the normal height and sank onto the runway with the landing gear in the retracted position. Neither pilot heard the landing gear audio warning. A post-accident function check of the warning system showed it to be working normally. The examiner concluded that the normal checks of the landing gear during the initial and final approach phases had not been performed.