

INCIDENT

Aircraft Type and Registration:	Beech 90 King Air, OY-JRO	
No & Type of Engines:	2 PT6 turboprop engines	
Year of Manufacture:	1967	
Date & Time (UTC):	9 January 2007 at 1529 hrs	
Location:	Cardiff Airport	
Type of Flight:	Commercial Air Transport (Non-Revenue)	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	None	
Commander's Licence:	Air Transport Pilot's Licence	
Commander's Age:	59 years	
Commander's Flying Experience:	8,000 hours (of which 2,200 were on type) Last 90 days - 218 hours Last 28 days - 11 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft approached to land at Cardiff Airport with the landing gear not selected down. ATC alerted the pilot and the approach was discontinued. Poor weather and a high cockpit workload probably contributed to the pilot's lapse.

Commander's report

The aircraft was being flown on a positioning flight from Coventry to Cardiff. There were heavy showers in the vicinity of Cardiff, which was also subject to strong crosswinds and associated turbulence. The aircraft was radar-vectorred initially, before establishing on the ILS for Runway 30 and, as the turbulence exceeded the auto-pilot's capabilities, the commander flew the approach manually.

The commander thought that he had selected the landing gear down by the time the aircraft reached 1,000 ft aal, as required by his company's procedures. He clearly recalled placing his hand on the control lever, and even applying the usual compensatory rudder trim adjustment. However, the aircraft was in a heavy shower at this point and the noise from precipitation striking the windscreen and airframe would have been expected to mask the sound of the landing gear lowering. The weather conditions were such that the commander's efforts were focussed solely on maintaining an accurate flight path, preventing a check of the landing gear indications until visual flight conditions were achieved. In fact it was a call from ATC, instructing a go-around, which alerted the pilot to the situation. The aircraft subsequently landed without further incident.

Comment

In an open and honest report, the commander attributed the incident to his failure to carry out the standard cockpit checks before landing, though he did not attempt

to link this with the difficult flying conditions which almost certainly contributed to his lapse. The pilot also acknowledged the diligence and professionalism of the controller at Cardiff who alerted him to the situation.