

ACCIDENT

Aircraft Type and Registration:	Rockwell Commander 112, G-BDLT	
No & Type of Engines:	1 Lycoming IO-360-C1D6 piston engine	
Year of Manufacture:	1975	
Date & Time (UTC):	16 May 2007 at 1525 hrs	
Location:	Exeter Airport, Devon	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 2
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to nose cowling, exhaust and propeller, both steps worn down	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	58 years	
Commander's Flying Experience:	871 hours (of which 316 were on type) Last 90 days - 1 hour Last 28 days - 0 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and telephone enquiries by AAIB	

Synopsis

Whilst performing circuits, the pilot omitted to lower the landing gear and the aircraft landed wheels-up.

History of the flight

After the aircraft had had an annual inspection, the pilot and two passengers, who were also pilots, boarded G-BDLT with the intention of carrying out a couple of circuits before departing for Berry Head. On the first circuit, halfway down the downwind leg with the checks completed, the pilot was asked to orbit to the right before being given clearance to continue to finals. After three such orbits, clearance was received and the first circuit was completed without incident.

On the second circuit, the pilot was asked by ATC to orbit right again but this time at the beginning of the downwind leg, as the checks were started. After three or four orbits, clearance was given to proceed and the pilot requested a full-stop landing. The rest of the downwind checks were completed and the aircraft continued to land. Unfortunately, the pilot had omitted to lower the landing gear and the aircraft scraped to a halt on the runway. There was no fire and the occupants evacuated the aircraft normally.

It would appear that the interruption of the downwind checks had caused the pilot to omit to lower the landing

gear. The aircraft was equipped with a warning horn which sounds if the throttle is closed, with flaps extended more than 15°, if the landing gear is not extended. During the recovery operation, the horn sounded when electrical

power was reapplied to the aircraft and thus appeared serviceable. The pilot commented that, wearing noise-cancelling headphones, he did not notice it.