

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Piper PA-34-200T Seneca II, G-BEAG	
<b>No &amp; Type of Engines:</b>	2 Continental Motors Corp TSIO-360-EB piston engines	
<b>Year of Manufacture:</b>	1976	
<b>Date &amp; Time (UTC):</b>	14 September 2009 at 1306 hrs	
<b>Location:</b>	Runway 04, Gloucestershire Airport	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 2	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to aircraft underside and propellers, engines shock-loaded	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	55 years	
<b>Commander's Flying Experience:</b>	3,645 hours (of which 1,370 were on type) Last 90 days - 50 hours Last 28 days - 29 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the commander	

**Synopsis**

A student undergoing Instrument Rating Training was attempting a simulated engine-out touch-and-go. The landing gear was not lowered and the aircraft landed gear-up.

**History of the flight**

The purpose of the flight was Instrument Rating Training. Part of the training detail involved the student performing a low approach and go-around, followed by a circuit with a touch-and-go. The whole exercise was to be flown with one engine throttled back to simulate an engine failure. During the go-around the gear unsafe warning sounded and the instructor attempted

to silence it by adjusting the throttle lever position on the throttled-back engine.

The student recalled making the downwind checks. During the turn onto the base leg the instructor checked that the mixtures were rich, the propeller levers were fully forward and 'three greens' were showing. There were patches of sunlight in the cockpit and the instructor later considered that the landing gear indication lights might have appeared to have been illuminated when they were not. The aircraft was cleared to perform a touch-and-go and no final call was made. The student flared the aircraft and shortly thereafter the propellers

struck the runway. The aircraft settled onto its belly and came to a stop on the runway centreline. None of the occupants recalled hearing the gear unsafe warning during the approach or landing.

The instructor concluded that the pre-landing checks had not been performed adequately and consequently the landing gear was not selected down.