

AAIB Bulletin No: 6/93

Ref: EW/G93/04/02

Category: 1c

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| Aircraft Type and Registration: | Piper PA-34-220T Seneca, D-IHPA | |
| No & Type of Engines: | 2 Continental TSI0-360-KB piston engines | |
| Year of Manufacture: | 1988 | |
| Date & Time (UTC): | 9 April 1993 at 1223 hrs | |
| Location: | Jersey Airport, Channel Islands | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - 3 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | Flaps and propellers bent, antennae damaged and engines shock loaded | |
| Commander's Licence: | Commercial Pilot's Licence with Instrument ratings | |
| Commander's Age: | 44 years | |
| Commander's Flying Experience: | 7500 hours (of which 3500 were on type) Last 90 days - 210 hours Last 28 days - 66 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot plus statements made to the police; by ATC and by the aircraft maintenance organisation which repaired it | |

The aircraft had flown to Jersey from an airfield in Germany. At Jersey the wind was 250°/14 kt, it was drizzling and the cloud base was 2 oktas at 200 feet with 6 oktas at 300 feet. At 4 nm from touchdown on the ILS approach to Runway 27 the aircraft was cleared to land. At approximately 2.5 nm from touchdown, the pilot asked the visual controller whether hard standing parking would be available. After a brief conversation with the fire service, the visual controller replied that it would be available.

According to the controller, as the aircraft crossed the threshold she noticed that its landing gear was not extended. Three times she attempted to inform the pilot that the landing gear was up; on the third occasion she instructed the pilot to "go around" but he did not acknowledge any of these transmissions and the aircraft landed gear-up.

According to the pilot, he selected gear and flap down simultaneously as the aircraft intercepted the ILS glide path. The approach continued normally until the aircraft was about 5 inches above the runway at which point the controller said, very quietly, "pull up". He heard her say it twice more and on the third occasion, he understood her meaning but it was too late to prevent the aircraft touching down. The pilot did not recall hearing the aircraft's gear up warning horn and attributed the cause of the accident to an unserviceable gear warning system.

In a statement issued from the German firm which recovered the aircraft, the inspector who supervised the repairs stated that when he examined the aircraft, the throttles were advanced approximately 34 mm from the closed position. He retarded each throttle in turn and the audio warning sounded as the left throttle reached 8 mm and the right throttle reached 7 mm from their idle detents. He also checked the complete landing gear system including the emergency extension facility and found no fault within the system.