

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Beech 36, N7205T	
<b>No &amp; Type of Engines:</b>	1 Rolls Royce/Allison 250 B-17 C	
<b>Year of Manufacture:</b>	1984	
<b>Date &amp; Time (UTC):</b>	1 July 2009 at 1055 hrs	
<b>Location:</b>	Temple Bruer Airfield, Lincolnshire (Waddington and Cranwell zone)	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to the engine gearbox, propeller and flaps	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	49 years	
<b>Commander's Flying Experience:</b>	2,515 hours (of which 1,439 were on type) Last 90 days - 25 hours Last 28 days - 12 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and discussion between the pilot and the AAIB	

### History of the flight

The pilot took off from Tatenhill Airfield for a transit to Temple Bruer Airfield which was unfamiliar to him. Before departing the circuit at Tatenhill, he decided to practise short field takeoffs and landings because the grass runway at Temple Bruer was shorter than the runway he was used to. He wanted to complete the circuits quickly and decided to fly tighter circuits than normal. He also decided to delay lowering the landing gear until the aircraft was on short finals. There was less distance than usual from the end of the downwind leg to touchdown and a low power setting was required in order to descend onto the final approach path. The low power setting, combined with the landing gear selected to the UP position, triggered the landing gear warning horn during each approach.

These circuits were completed uneventfully and the pilot flew to Temple Bruer Airfield where the surface wind was 090°/5 kt and the weather was CAVOK. He positioned for an approach to Runway 08 but did not lower the landing gear. Although the pilot remembered hearing the landing gear warning horn on the final approach, it did not prompt him to lower the landing gear. The aircraft touched down on the grass with the landing gear still selected UP and came to a halt on the runway shortly afterwards. The pilot was unhurt and exited through the passenger door.

### Determination of the cause

The pilot believed he concentrated so hard on the

landing at what was an unfamiliar airfield that he forgot to lower the landing gear. He also believed he had become used to the warning horn during the circuits

flown before leaving Tatenhill. He thought this was the reason the horn did not prompt him to lower the landing gear at Temple Bruer.