

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Cessna 177RG Cardinal RG, G-BBHI
<b>No &amp; Type of Engines:</b>	1 Lycoming IO-360-A1B6 piston engine
<b>Year of Manufacture:</b>	1972 (Serial no: 177-0225)
<b>Date &amp; Time (UTC):</b>	28 May 2012 at 1655 hrs
<b>Location:</b>	Newtonards Airport, Co Down
<b>Type of Flight:</b>	Training
<b>Persons on Board:</b>	Crew - 2                      Passengers - None
<b>Injuries:</b>	Crew - None                      Passengers - N/A
<b>Nature of Damage:</b>	Damage to propeller tips, fuselage underside, radio navigational aid antenna and engine shock-loaded
<b>Commander's Licence:</b>	Commercial Pilot's Licence
<b>Commander's Age:</b>	56 years
<b>Commander's Flying Experience:</b>	1,798 hours (of which 26 were on type) Last 90 days - 83 hours Last 28 days - 16 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

## Synopsis

The owner pilot was flying with an instructor in order to regain his Certificate of Revalidation. Returning to the airfield, neither pilot noticed that the landing gear had not been selected down and the aircraft landed with it retracted.

## History of the flight

The pilot, who had not flown since June 2011, was receiving instruction in order to regain his Certificate of Revalidation and IMC rating. On 28 May he flew as Pilot-under-Training (Pu/t) for 1 hour and 10 minutes with an instructor, covering general handling, stalls, practice forced landings and glide approaches to Runway 22 at Newtonards. In the afternoon he again

flew as Pu/t but with a different instructor, performing similar exercises and concluding with an overhead join and standard circuit to a touch-and-go landing, again on Runway 22.

The pilot was not happy with his execution of the landing because of a crosswind and he asked to try another. However, rather than simply perform another circuit, he told the instructor that he would like to leave the circuit to perform some checks on the autopilot, which had been worked on recently. Accordingly, they left the circuit and tried the various autopilot modes, which appeared to show that there were still some problems with it. After spending some time trying

to resolve them, the instructor expressed his concern that they needed to get back to Newtonards before the airfield closed at 18.00 hrs.

As there was no other traffic, they joined the circuit on left base leg for Runway 22. Both the instructor and Pu/t stated that their attention was primarily focussed on the forthcoming crosswind landing, which appeared to be satisfactory, if a little low, up until the point of touchdown. As they rounded out, a loud scraping noise was the first indication that the landing gear was not extended – the aircraft slid on its belly for about 150 m before coming to a halt. There was no fire and both occupants exited the aircraft normally, the airfield fire service attending quickly.

Both pilots admitted that they had forgotten to extend the landing gear and believe that the major contributory factor was their concentration on handling the upcoming crosswind landing, particularly the fact that the approach was a little low. The instructor also said he may have been a little too relaxed due to his confidence in the abilities and experience of the Pu/t. A further factor was almost certainly the fact that G-BBHI was not fitted with an audio or visual configuration warning - later serial numbers of this model have such a device.