

Piper PA-28R-200, G-BMKK

AAIB Bulletin No: 12/2000 Ref: EW/G2000/10/01 Category: 1.3

Aircraft Type and Registration: Piper PA-28R-200, G-BMKK

No & Type of Engines: 1 Lycoming IO-360-C1C piston engine

Year of Manufacture: 1975

Date & Time (UTC): 2 October 2000 at 1128 hrs

Location: Southampton Airport, Hampshire

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Abrasion to underside of fuselage

Commander's Licence: Private Pilot's Licence

Commander's Age: 41 years

Commander's Flying Experience: 209 hours (of which 42 were on type)
Last 90 days - 16 hours
Last 28 days - 6 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot had flown a cross country flight from Blackpool to Southampton. Inbound to Southampton Airport he positioned the aircraft for a straight in approach to Runway 20. At approximately 8 nm range, he was asked to carry out several orbits to allow for traffic spacing. On the subsequent landing on Runway 20 the aircraft landed with the landing gear retracted. The surface wind was 280/12 kt, visibility 10 kilometres and there was overcast cloud at 2,200 feet.

The PA-28R is equipped with a gear warning horn and light which operate if the throttle is retarded past approximately 14 inches of manifold pressure. The aircraft is also equipped with a system for lowering the gear, regardless of selector position, which will operate at speeds of less than 90 kt with the power off. This system can be deactivated by selection of the emergency gear lever to the override position. The pilot stated that he later found that the lever was in the override position but that he had not noticed it during the flight. A check of the lever position was not on the checklist that he used for the aircraft.

The pilot reported that the interruptions during the approach had increased his workload and he had become distracted from completing his pre-landing checks. He did not hear any warning horn sounding or see a warning light before landing. Seconds before touchdown he received a go-around

call from ATC but did not have time to respond. On a subsequent examination of the aircraft the landing gear system and the warning horn operated normally.