

# Piper PA-23-250, G-BFVP

## AAIB Bulletin No: 3/97 Ref: EW/G96/12/08 Category: 1.3

<b>Aircraft Type and Registration:</b>	Piper PA-23-250, G-BFVP
<b>No &amp; Type of Engines:</b>	2 Lycoming IO-540-C4B5 piston engines
<b>Year of Manufacture:</b>	1978
<b>Date &amp; Time (UTC):</b>	15 December 1996 at 1040 hrs
<b>Location:</b>	Sherburn-In-Elmet, Leeds, Yorkshire
<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>	Both propellers bent and engines shock loaded. Damage to underside of fuselage, gear doors and flap
<b>Commander's Licence:</b>	Commercial Pilot's Licence with Flying Instructor Rating
<b>Commander's Age:</b>	56 years
<b>Commander's Flying Experience:</b>	4,500 hours (of which 41 were on type) Last 90 days - 105 hours Last 28 days - 31 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The flight was the final detail of a multi-engine conversion course for an experienced single-engine pilot; the main content of the flight was asymmetric circuits with the student as the handling pilot in the left seat. Runway 29 was in use and the weather was good with a surface wind of 270°/12 kt.

Prior to the flight, the instructor, who was the CFI of the club and the airfield manager, had been involved with early flying duties and with organising the daily programme. The programme was already running late when the two pilots took off for their flight. During the conversion course, the student had been making excellent progress and he continued this standard during the 30 minute circuit detail. For the last circuit to a full stop landing, the downwind checks were completed but without gear lowering which was delayed until the start of the descent on base leg. For the asymmetric approach, the right throttle had been set to simulate zero thrust. On base leg, the student called out his final checks including "Gear". The instructor was monitoring the student's

flying and other circuit traffic but failed to check that the gear was down and locked. The aircraft touched down with the gear retracted.

In a very honest report, the instructor acknowledged his responsibility but considered that a number of cumulative factors contributed to the accident. After an early start, following a poor night's sleep, he had been involved in various different tasks prior to the accident flight. Then, he had relaxed with a very competent student and the aircraft configuration was such that the gear warning system was not activated before touchdown. On this aircraft, which has a similar warning system to other light twins, the gear warning is activated when both throttles are retarded to near idle with the gear not extended; the zero thrust throttle position is forward of that required to activate the warning.