

**AAIB Bulletin No:** 4/94

**Ref:** EW/G94/02/06

**Category:** 1.3

**Aircraft Type and Registration:** Piper PA-28R-200 Cherokee Arrow II, G-MACK  
**No & Type of Engines:** 1 Lycoming IO-360-C1C piston engine  
**Year of Manufacture:** 1976  
**Date & Time (UTC):** 13 February 1994 at 1710 hrs  
**Location:** Old Sarum Airfield, Salisbury, Wiltshire  
**Type of Flight:** Private  
**Persons on Board:** Crew - 1                      Passengers - 1  
**Injuries:** Crew - None                      Passengers - None  
**Nature of Damage:** Damage to propeller and possibly engine; port flap and step bent; DME aerial broken  
**Commander's Licence:** Basic Commercial Pilot's Licence with IMC and Assistant Flying Instructor rating  
**Commander's Age:** 41 years  
**Commander's Flying Experience:** 649 hours (of which 8 were on type)  
Last 90 days - 112 hours  
Last 28 days - 31 hours  
**Information Source:** Aircraft Accident Report Form submitted by the pilot

A qualified private pilot was carrying out practice circuits supervised by an instructor and they had completed three touch-and-go landings. During the downwind leg of what was planned as the final circuit, the checks were interrupted by a discussion about the V<sub>LE</sub> and V<sub>FE</sub> speeds and, consequently, the selection of landing gear was missed. The aircraft landed on its underside and slid for 51 metres along the runway centreline before coming to rest.

The instructor states that he had instructed 4<sup>1</sup>/<sub>2</sub> hours that day and, because of the "excellent" circuits previously flown by the handling pilot, and the fact that it was the last circuit of the day, he was not as mentally alert as he would normally have been and did not consciously check 'THREE GREENS' on the final approach. He also comments that it is club policy to have the landing gear auto-extension system disabled.

Although no injury resulted, the commander's diagonal safety harness inertia reel failed to lock during the accident sequence.