

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Cessna R182 Skylane, G-WIFE	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-540-J3C5D piston engine	
<b>Year of Manufacture:</b>	1978 (Serial no: R182-00244)	
<b>Date &amp; Time (UTC):</b>	18 December 2012 at 1214 hrs	
<b>Location:</b>	Dundee Airport	
<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 propeller and forward lower cowlings, 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>	1,430 hours (of which 21 were on type) Last 90 days - 50 hours Last 28 days - 20 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot rejoined the visual circuit at Dundee after an engineering test flight intended to check fuel mixture and rpm settings. The weather was fine, with a surface wind from 260° at 10 kt; Runway 27 was in use.

The pilot reported that he selected the landing gear down and saw the main gear lower as normal. However, he did not see a green 'gear down' indicator light until he cupped his hand around the indicator, after which he did see the light. Just before touchdown, he heard

the 'landing gear unsafe' warning horn, but ignored it, assuming it to be the stall warning horn. The aircraft continued to pitch nose-down after landing and the propeller struck the ground. It slid to a stop on the hard surface runway without the need to apply wheel brakes.

Photographs taken at the scene showed the nose landing gear to be still retracted with the gear doors closed. A reason for the nose landing gear failing to lower had not been established at the time of this report.