

Piper PA-34-200T, G-ROUS, 14 February 1997

AAIB Bulletin No: 4/97 Ref: EW/G97/02/11 Category: 1.3

Aircraft Type and Registration:	Piper PA-34-200T, G-ROUS
No & Type of Engines:	2 Continental TSIO-360-EB3 piston engines
Year of Manufacture:	1978
Date & Time (UTC):	14 February 1997 at 1527 hrs
Location:	Coventry Airport, West Midlands
Type of Flight:	Private (Training)
Persons on Board:	Crew - 2 - Passengers - None
Injuries:	Crew - None - Passengers - N/A
Nature of Damage:	Damage to propellers and shock loading to both engines
Commander's Licence:	Airline Transport Pilot's Licence with Instrument Rating
Commander's Age:	47 years
Commander's Flying Experience:	7,808 hours (of which 175 were on type) Last 90 days - 65 hours Last 28 days - 42 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The aircraft was being used for an Instrument Rating Test (IRT) and was inbound to Coventry for an NDB approach to Runway 23 having just completed an ILS at Birmingham. The weather was fine with light winds, few clouds at 3,000 feet and a visibility of 4,000 metres in haze. The approach was being made directly into a low sun.

The examiner, who was engaged in monitoring the handling pilot's 'tracking' and preventing him from selecting flap above its limiting speed, did not notice that the landing gear was not selected DOWN for the landing. The examiner took control of the aircraft during the flare as the propeller tips struck the runway surface and initiated a go-around. After a handling check at height the aircraft diverted to Oxford and carried out an uneventful landing.

The examiner assessed the cause of the accident as being due to 'test induced stress' on the part of the handling pilot and distraction on the part of the examiner (commander).