

Beech B24R, G-BBSC

AAIB Bulletin No: 3/98 Ref: EW/G97/12/04 Category: 1.3

Aircraft Type and Registration:	Beech B24R, G-BBSC
No & Type of Engines:	1 Lycoming IO-360-A1B6 piston engine
Year of Manufacture:	1973
Date & Time (UTC):	4 December 1997 at 1710 hrs
Location:	Newtownards Airport, County Down
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - None
Injuries:	Crew - None - Passengers - N/A
Nature of Damage:	Propeller damaged and engine shock loaded
Commander's Licence:	Private Pilot's Licence with IMC and Night Rating
Commander's Age:	61 years
Commander's Flying Experience:	746 hours (of which 566 were on type) Last 90 days - 2 hours Last 28 days - 2 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The pilot had returned to Newtownards Airport from Ronaldsway, Isle of Man, with the intention of completing a series of night circuits in order to maintain familiarity with night flying. The meteorological conditions were good with no significant cloud or weather, the visibility was in excess of 20 km and the surface wind was a light southerly drift. Runway 22 was in use, it had a published landing distance of 666 metres and was 25 metres wide, the asphalt surface was dry. Runway 22 had a displaced threshold and the areas between the runways were sometimes used for agricultural purposes.

The pilot had completed five uneventful 'touch and go' landings and then positioned for his final landing. During the approach he saw two closely-spaced, flashing, amber lights in the runway undershoot area. The pilot decided to continue and at about 250 feet agl he identified the lights as being car hazard warning lights. He was satisfied with the speed and descent path for the approach and decided to land. During the flare the pilot heard the sound of metal on the runway and

realised that the landing gear was not down. As the aircraft decelerated it slewed gently to the left and came to rest on the runway surface. The pilot, who was uninjured, selected the power and the fuel off and vacated the aircraft without assistance.

The pilot assessed the cause of the accident as being the distraction during the final approach which interrupted his normal landing checks. The pilot did not hear the gear up warning horn although he checked this as part of the pre-flight checks.