

ACCIDENT

Aircraft Type and Registration:	Rockwell Commander 112TC, G-SAAB	
No & Type of Engines:	1 Lycoming TO-360-C1A6D piston engine	
Category:	1.3	
Year of Manufacture:	1976	
Date & Time (UTC):	22 August 2005 at 1530 hrs	
Location:	Gamston Airfield, Nottinghamshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Propeller severely damaged. Abrasion damage to the flap hinges, front gear doors, steps and to the under surface of the fuselage. Engine damaged and shock loaded	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	51 years	
Commander's Flying Experience:	142 hours (of which 42 were on type) Last 90 days - 12 hours Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot reported that he approached the airfield in squally conditions and became distracted by the weather. He lowered the flap in stages as he turned onto the final approach, but did not carry out the downwind or final checks, and did not lower the landing gear. The aircraft touched down with the landing gear retracted, sustaining damage. The pilot vacated the aircraft without difficulty and there was no fire. The aircraft was not fitted with any landing gear warning system, and although there was a

placard in the cockpit referring to a 'Red, green, blue' check (a final check of the position of the red mixture control, green landing gear indicators and blue propeller control), the pilot did not carry this check out either. The pilot commented that the majority of his flying experience was on aircraft with fixed landing gear, and whilst this may have contributed to his omission it did not explain why he failed to complete routine checks.