

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Beechcraft 35, F-BASF	
<b>No &amp; Type of Engines:</b>	1 x Continental IO-470-N	
<b>Year of Manufacture:</b>	1962	
<b>Date &amp; Time (UTC):</b>	13 May 2017 at 1516 hrs	
<b>Location:</b>	Jersey Airport	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Propeller, flaps, cowl flaps, radio antennas	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	67 years	
<b>Commander's Flying Experience:</b>	1,300 hours (of which 800 were on type) Last 90 days - 35 hours Last 28 days - 17 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

After leaving Brest, the pilot contacted Jersey Approach Control. The controller requested that he remain below 1,000 ft in the vicinity of Fremont TV mast. On reaching the mast, the controller asked the pilot to report when visual with a Cherokee aircraft. He then requested the pilot to follow the Cherokee which was being radar vectored towards Runway 26.

Realising he was closing on the Cherokee, the pilot contemplated extending the landing gear, but decided to delay this as the speed was above the 140 kt landing gear limiting speed. Once on final approach he realised that both aircraft were very close and maintained some height to avoid the Cherokee's prop wash. The pilot was focussed intently on the Cherokee ahead and listening to the tower controller in case he was directed to go around. He was aware of the stall warner sounding, then the Cherokee finally cleared the runway and the pilot received clearance to land. The landing gear was not lowered and the aircraft landed gear-up.