

ACCIDENT

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| Aircraft Type and Registration: | Rockwell Commander 114, G-BFXS |
| No & Type of Engines: | 1 Lycoming IO-540-T4B5D piston engine |
| Year of Manufacture: | 1977 (Serial no: 14271) |
| Date & Time (UTC): | 20 May 2020 at 1015 hrs |
| Location: | Little Snoring Airfield, Norfolk |
| Type of Flight: | Private |
| Persons on Board: | Crew - 1 Passengers - None |
| Injuries: | Crew - None Passengers - N/A |
| Nature of Damage: | Abrasions to the underside of the fuselage and left wing and damage to the propeller |
| Commander's Licence: | Private Pilot's Licence |
| Commander's Age: | 70 years |
| Commander's Flying Experience: | 545 hours (of which 88 were on type) Last 90 days - 1 hour Last 28 days - 0 hours |
| Information Source: | Aircraft Accident Report Form submitted by the pilot |

The pilot was planning to complete two landings at Little Snoring Airfield before flying to Old Buckenham Airfield in order to complete the required three landings in 90 days prior to flying with passengers. He took off from Runway 07 and completed the first circuit without incident. As he was flying downwind in the second circuit another pilot asked him to extend his circuit to allow them to takeoff. He extended downwind then made his approach to land. He thought he had completed his normal downwind checks, which would normally include extending the landing gear, and on final approach he made his normal "red, blue, greens"¹ landing checks. However, on landing the propeller and fuselage struck the runway and he realised the landing gear was not selected down. The landing gear warning horn did not sound. The pilot was uninjured and was able to exit the aircraft unaided.

The pilot had not flown for several months and he thinks that the lack of recency combined with the distraction of extending the circuit caused him to forget to extend the landing gear. He believes that on final approach he glanced inside and saw the GPS green light² and mistook it for the landing gear green lights.

Footnote

¹ "Red, Blue, Greens" means mixture fully rich (red lever), propeller fully forward (blue lever) and landing gear down and locked with three green lights illuminated.

² G-BFXS has green lights indicating the navigation source selected for the Horizontal Situation Indicator.

The landing gear warning horn did not sound because the pilot had selected only partial flap, intending to complete a touch-and-go. The landing gear warning horn sounds when the landing gear is not down and either the flaps are extended beyond 25° or when the throttle is retarded below a position corresponding to a manifold pressure of approximately 14 inches of mercury.



Figure 1

G-BFXS instrument panel showing the landing gear indicator lights and GPS light