

ACCIDENT

Aircraft Type and Registration:	Sequoia Falco F8L, G-FATE	
No & Type of Engines:	1 Lycoming IO-360-B1B piston engine	
Year of Manufacture:	1998 (Serial no: 757)	
Date & Time (UTC):	12 September 2018 at 1241 hrs	
Location:	Wycombe Airpark, Buckinghamshire	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to landing gear, propeller blades, fuselage and flaps	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	72 years	
Commander's Flying Experience:	240 hours (of which n/k were on type) Last 90 days - n/k hours Last 28 days - n/k hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot was completing some circuits as part of re-validating his SEP class rating. The first landing was "hard" so the pilot and instructor decided to taxi to a holding point and satisfy themselves that the aircraft was handling satisfactorily and the brakes were operational. There were no indications to suggest that there was any damage, so the intended exercises were resumed.

After takeoff, the landing gear was selected up and a normal circuit commenced. Both the pilot and instructor were satisfied that the landing gear had operated correctly. The pilot selected the landing gear down in preparation for landing and flew a normal approach. He flared the aircraft and as it settled onto the runway, he realised that the landing gear was not extended. The aircraft landed on its belly and skidded down the runway, coming to rest on the paved surface (Figure 1).

Examination of the aircraft after the accident found that the nose gear strut had deformed, likely because of the initial hard landing. This had caused the undercarriage to jam once it had been retracted.



Figure 1
G-FATE in situ once it had come to rest