

**AAIB Bulletin No: 11/95**

**Ref: EW/G95/09/14**

**Category: 1.3**

**Aircraft Type and Registration:** Socata TB20 Trinidad, G-PTRE

**No & Type of Engines:** 1 Lycoming IO-540-C4D5D piston engine

**Year of Manufacture:** 1987

**Date & Time (UTC):** 22 September 1995 at 1230 hrs

**Location:** Netherthorpe Airfield, Nottinghamshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - None

**Injuries:** Crew - None                      Passengers - N/A

**Nature of Damage:** Extensive damage to propeller, engine, steering gear and airframe

**Commander's Licence:** Private Pilot's Licence with IMC and Night Ratings

**Commander's Age:** 64 years

**Commander's Flying Experience:** 712 hours (of which 110 were on type)  
Last 90 days - 14 hours  
Last 28 days - 14 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

Runway 24 at Netherthorpe has a landing distance available of 370 metres and the pilot was intending to carry out a Short Field Landing. Having joined the circuit on a left base leg, at about 5 nm distant from the runway, the pilot began to slow the aircraft whilst performing the pre-landing checks and, at three and a half miles, turned onto the final approach.

At this time he heard what he believed to be the stall warning horn but, having checked the speed at 65 kt, thought that the warning might have been spurious: A reported earlier encounter with severe turbulence having, perhaps, distorted the vane. Despite a 'last minute check' of the landing gear, the aircraft touched down short of the runway identification numbers, with the gear retracted, and came to rest on them, facing 330°. Having shut off the fuel and electrics, the pilot noticed that the gear selector was in the UP position.

The pilot does not recall having heard the horn during the last part of the final approach, but believes that this might be because he is used to being able to shut out unwanted noise in the noisy environment of his workplace. He also suggests that his intense concentration on the Short Field Landing technique, and the desire to land exactly on the 'numbers', may have detracted from his attention to the checks.