

No: 12/90

Ref: EW/G90/09/11

Category: 1c

**Aircraft Type
and Registration:**

Piper PA-34-220T, G-BLYK

No & Type of Engines:

2 Teledyne Continental piston engines, TSIO-360-KB2 (left)
LTSIO-360-KB2 (right)

Year of Manufacture:

1984

Date and Time (UTC):

26 September 1990 at 1245 hrs

Location:

Southampton Airport, Eastleigh, Hampshire

Type of Flight:

Training

Persons on Board:

Crew - 2

Passengers - None

Injuries:

Crew - None

Passengers - N/A

Nature of Damage:

Damage to underside of fuselage, left flap, propellers and nose landing gear doors

Commander's Licence:

Commercial Pilot's Licence with IMC and Instructor ratings

Commander's Age:

42 years

**Commander's Total
Flying Experience:**

1,473 hours (of which 452 were on type)

Information Source:

Aircraft Accident Report Form submitted by the pilot and enquiries with ATC authorities, an engineering organisation and the Airport Authorities

The aircraft was being used in a training detail and the accident occurred whilst landing after conducting some upper air work in the area to the east of the Isle of Wight. The instructor stated that after being cleared for a straight-in approach to runway 02 they carried out their pre-landing checks and commenced a descent from 1500 feet. Whilst descending at 140 kt, the instructor suggested to the student that he should lower 1st stage flap, which the student then selected. At 130 kt the student moved the landing gear selector lever out of its detent to "down". The instructor saw the gear-in-transit lights and announced "3 greens" when the three green (landing gear down-and-locked) lights illuminated. At 500 feet, "3 greens" were confirmed. There was no call that contained any reference to the condition of the landing gear on the recording of the ATC frequency. The student rounded out at 80 kt, closed the throttles and held the aircraft off the runway. The main landing gears appeared to touch very lightly but the aircraft then settled onto the runway on its underside. The instructor stated that no landing gear warning horn was heard, but he thought that the stall warning horn had possibly sounded as the aircraft touched down.

When the aircraft was lifted from the runway, the 3 landing gears were observed to be in their retracted and locked positions. The aircraft's landing gear was extended and locked using the normal aircraft systems.

Examination of the aircraft revealed that the first contact with the runway had been with the landing gear fully retracted and full flap deployed. To date, no detailed examination of the landing gear extension and retraction system has been undertaken.

It was noted that a very similar accident occurred to this aircraft at the same airfield on 13 June 1989 (AAIB Bulletin 10/89).