

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Piper PA-28RT-201 Cherokee Arrow IV, G-BPZM	
<b>No &amp; Type of Engines:</b>	1 Lycoming IO-360-C1C6 piston engine	
<b>Year of Manufacture:</b>	1979	
<b>Date &amp; Time (UTC):</b>	14 August 2008 at 1040 hrs	
<b>Location:</b>	Exeter Airport, Devon	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Propeller destroyed and engine shock-loaded, skin damage to right wing lower surface, damage to engine cowling underside	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	65 years	
<b>Commander's Flying Experience:</b>	14,600 hours (of which 300 were on type) Last 90 days - 80 hours Last 28 days - 60 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The flight was part of an Instrument Rating (IR) course and was the student's first in a PA-28R Cherokee Arrow, having completed a multi-engine conversion course in a BE-76 Duchess. The PA-28 was being used for specific instrument training, with no intention of converting the student to the aircraft type. Only two flap selections were made during the ILS approach, both by the instructor. The student landed the aircraft satisfactorily but during the landing roll the instructor heard a loud bang and the aircraft swerved towards the right side of the runway. Whilst completing the shutdown checks the instructor noticed that the landing gear selector lever was in the 'UP' position. Although the landing gear

selector is in a similar location in the Cherokee Arrow and the Duchess cockpits, the flap selector position is different. In his haste to retract the flaps, the student had inadvertently retracted the landing gear. Both occupants were uninjured and exited the aircraft without difficulty. Inadvertent selection of the landing gear on the ground should be prevented by means of an electrical circuit signalled by a microswitch on the left main landing gear. However, as the landing gear was selected shortly after touchdown, it is likely the oleo may not have been sufficiently compressed to operate the microswitch, thereby allowing the gear to retract.