

Cessna F177RG, G-AYSY

AAIB Bulletin No: 5/2000 Ref: EW/G2000/02/09 Category: 1.3

Aircraft Type and Registration: Cessna F177RG, G-AYSY

No & Type of Engines: 1 Lycoming IO-360-A1B6 piston engine

Year of Manufacture: 1972

Date & Time (UTC): 19 February 2000 at 1744 hrs

Location: Denham Aerodrome, Middlesex

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Damage to underside of aircraft and to propeller; engine shockloaded

Commander's Licence: Private Pilot's Licence

Commander's Age: 52 years

Commander's Flying Experience: 738 hours (of which 280 were on type)

Last 90 days - 4 hours

Last 28 days - 2 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

On a ferry flight from Meppershall Airfield, the pilot had made a short stop at Elstree Aerodrome to drop off a passenger, before his final leg to Denham Aerodrome. Throughout his flight, the weather was good although the light was decreasing as night approached. On approach to Runway 06 at Denham, the pilot reported "Final, Green Light" to the AFISO. On final, he was also involved in adjusting his interior lights and switching on his landing light. It was only after the aircraft touched down, with an associated "crashing noise", that the pilot realised the landing gear was not extended.

The pilot was positive that the 'Gear not down' horn had not activated at any time and commented that the aircraft had had a previous problem with the warning, attributed to an intermittent contact which had been adjusted. He also stated that he had transmitted, after coming to rest on the runway: "Green Light! I had Green light"; the AFISO recalled hearing this call.

The pilot considered that the accident occurred because he had not made his normal check of the landing gear position on late finals having failed to correctly complete his pre-landing checks. This happened because he was distracted by his perceived need to ensure that the landing light was on. However, because of his call to the AFISO, he also considered that there was a possibility that he had selected the landing gear down and had got an associated 'Green light'. Then, as he fiddled with the landing light switch, he may have inadvertently raised the gear with the side of his arm. The inoperative landing gear warning horn was also a contributing factor.