



Australian Government

Australian Transport Safety Bureau

Wheels up landing involving a Rockwell 114, VH-AYH

Camden Airport, New South Wales, 27 October 2013

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Addendum

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Wheels up landing involving a Rockwell 114, VH-AYH

What happened

On 27 October 2013, the pilot of a Rockwell 114 aircraft, registered VH-AYH, departed Camden Airport, New South Wales in visual meteorological conditions on a flight to the designated training area located near Camden. The pilot was the only person on board.

About 5 minutes after departure the pilot became concerned about the level of smoke from a bush fire in the area affecting visibility. The pilot elected to return to Camden and to conduct circuits.

Due to the reducing visibility from the smoke the pilot conducted low level circuits and continued to monitor the visibility during the circuits. The first touch-and-go was conducted without incident. The pilot configured the aircraft for a second touch-and-go on runway 06. As the aircraft touched down at about 0745 Australian Eastern Daylight Time the pilot reported hearing a scraping sound and noticed that the landing gear was not selected down. The aircraft came to rest about a third of the way down the runway. The pilot was not injured.

The pilot indicated he did not remember hearing the aircraft's landing gear warning horn at any stage during the landing.

Rockwell 114



Source: George Canciani

Safety action

Whether or not the ATSB identifies safety issues in the course of an investigation, relevant organisations may proactively initiate safety action in order to reduce their safety risk. The ATSB has been advised of the following proactive safety action in response to this occurrence.

Aircraft operator

As a result of this occurrence, the aircraft operator has advised the ATSB that they are taking the following safety actions:

- develop written checklists for the aircraft
- ensure the maintenance organisation inspects the aircraft landing gear warning system for correct operation.

Safety message

Research conducted by the Australian Transport Safety Bureau (ATSB) defined distraction as a process, condition or activity that takes a pilot's attention away from the task of flying. The research highlighted that, distractions were a normal part of everyday flying and that pilots generally responded to distractions quickly and efficiently, interspersing novel events with habitual, well-practiced sequences of actions. As a result of this, the impact of distraction on performance and aviation safety generally goes unnoticed. However, studies have also shown that pilots are vulnerable to distraction-related errors. This accident highlights the impact distractions can have on aircraft operations and the need to develop systems for managing distractions.

The following provide additional information on pilot distraction and check lists:

- ATSB *Dangerous Distraction: An examination of accidents and incidents involving pilot distraction in Australia between 1997 and 2004*: www.atsb.gov.au/publications/2005/distraction_report.aspx.
- The United States Federal Aviation Administration (FAA) *On Landings Part III* pamphlet: www.faa.gov/gslac/ALC/libview_normal.aspx?id=56411.
- YouTube video of an unintentional wheels up landing: www.flight.org/blog/2012/04/22/gear-up-landings-and-pilot-error/.
- Civil Aviation Safety Authority Draft Advisory Circular AC 91-100(0) - *Flight check systems* www.casa.gov.au/newrules/parts/091/download/ac091-100.pdf.

General details

Occurrence details

Date and time:	27 October 2013 – 0745 AEDT	
Occurrence category:	Accident	
Primary occurrence type:	Wheels up landing	
Location:	Camden Airport, New South Wales	
	Latitude: 34° 02.35' S	Longitude: 150° 41.05' E

Aircraft details

Manufacturer and model:	Rockwell 114	
Registration:	VH-AYH	
Serial number:	14210	
Type of operation:	Private	
Persons on board:	Crew – 1	Passengers – Nil
Injuries:	Crew – Nil	Passengers – Nil
Damage:	Substantial	

About the ATSB

The Australian Transport Safety Bureau (ATSB) is an independent Commonwealth Government statutory agency. The ATSB is governed by a Commission and is entirely separate from transport regulators, policy makers and service providers. The ATSB's function is to improve safety and public confidence in the aviation, marine and rail modes of transport through excellence in: independent investigation of transport accidents and other safety occurrences; safety data recording, analysis and research; and fostering safety awareness, knowledge and action.

The ATSB is responsible for investigating accidents and other transport safety matters involving civil aviation, marine and rail operations in Australia that fall within Commonwealth jurisdiction, as well as participating in overseas investigations involving Australian registered aircraft and ships. A primary concern is the safety of commercial transport, with particular regard to fare-paying passenger operations.

The ATSB performs its functions in accordance with the provisions of the *Transport Safety Investigation Act 2003* and Regulations and, where applicable, relevant international agreements.

The object of a safety investigation is to identify and reduce safety-related risk. ATSB investigations determine and communicate the safety factors related to the transport safety matter being investigated.

It is not a function of the ATSB to apportion blame or determine liability. At the same time, an investigation report must include factual material of sufficient weight to support the analysis and

findings. At all times the ATSB endeavours to balance the use of material that could imply adverse comment with the need to properly explain what happened, and why, in a fair and unbiased manner.

About this report

Decisions regarding whether to conduct an investigation, and the scope of an investigation, are based on many factors, including the level of safety benefit likely to be obtained from an investigation. For this occurrence, a limited-scope, fact-gathering investigation was conducted in order to produce a short summary report, and allow for greater industry awareness of potential safety issues and possible safety actions.