

ACCIDENT

Aircraft Type and Registration:	Piper PA-24-180, N111DT	
No & Type of Engines:	1 Aerosport O-360-A1A piston engine	
Year of Manufacture:	1960 (Serial no: 24-2260)	
Date & Time (UTC):	25 June 2018 at 1105 hrs	
Location:	Leicester Airport	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 3
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Propeller bent, engine shock-loaded, fuselage belly skin and lower front cowling abraded and lower radio antennae destroyed	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	74 years	
Commander's Flying Experience:	538 hours (of which 401 hours were on type) Last 90 days - 6 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Approaching Leicester Airport from the east, the pilot had originally planned to fly a downwind join for Runway 28 because he was most familiar with that arrival profile. After checking-in with Leicester Radio and hearing only one other aircraft on frequency, he elected to save time by converting to a straight-in approach. On finals, the pilot became aware of an additional aircraft in the circuit and was distracted trying to see where it was. With his attention diverted towards lookout, the pilot omitted his normal checks and did not lower the landing gear before touchdown. The aircraft landed with its undercarriage retracted and slid on its belly before stopping near the right edge of the runway. The pilot and passengers were uninjured and evacuated the aircraft by the normal exit.

The pilot considered that his decision to fly a less-familiar approach, rather than joining via the downwind leg, had increased his workload and given him less time to prepare for landing. Looking out for the additional aircraft had further distracted him from his normal procedures, contributing to a rushed approach and wheels-up landing.



Figure 1

N111DT on the runway at Leicester Airport after the wheels-up landing