

Piper PA-34-200T Seneca II, G-BMUT

AAIB Bulletin No: 10/2003	Ref: EW/G2003/08/04	Category: 1.3
Aircraft Type and Registration:	Piper PA-34-200T Seneca II, G-BMUT	
No & Type of Engines:	2 Continental LTSIO-360-EB piston engines	
Year of Manufacture:	1975	
Date & Time (UTC):	3 August 2003 at 0917 hrs	
Location:	Newcastle Airport, Newcastle Upon Tyne	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Extensive to the underside of the aircraft	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	60 years	
Commander's Flying Experience:	20,000 hours (of which 300 were on type)	
	Last 90 days - 191 hours	
	Last 28 days - 27 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot carried out a touch-and-go manoeuvre followed by a simulated engine failure and single engine circuit. The downwind leg of the circuit had to be extended to allow other traffic to depart and gear selection was delayed until the final approach. Despite the landing gear lever being selected 'DOWN' the aircraft touched down with the landing gear retracted. As a result the aircraft suffered extensive damage to the underside of the fuselage as well as to the propeller blades and left wing spar.

Subsequent inspection of the aircraft by another instructor confirmed that the landing gear lever was selected to the 'DOWN' position. The pilot reported however, that he failed to check that all three green landing gear lights had illuminated. This oversight was possibly brought about by the higher than normal workload of a simulated single engine approach, a change in the sequence of the pre-landing checks and distraction by other manoeuvring aircraft. The pilot suggested that the oversight could have been avoided if he had kept his hand on the landing gear lever until all three green lights had illuminated.