

ACCIDENT

Aircraft Type and Registration:	Piper PA-30 Twin Comanche, N230MJ	
No & Type of Engines:	2 Lycoming 10-320-B piston engines	
Year of Manufacture:	1967	
Date & Time (UTC):	10 July 2008 at 1330 hrs	
Location:	Runway 21, Lydd Airport, Kent	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Two bent propellers and damage to the underside of the aircraft	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	49 years	
Commander's Flying Experience:	873 hours (of which 22 were on type) Last 90 days - 10 hours Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft inadvertently landed with the gear retracted, following a circuit breaker 'pop' in the landing gear electrical system.

History of the flight

Returning to Lydd Airport after a local flight, the pilot reports that he first performed a successful touch-and-go landing on Runway 21 and, for the final landing, he decided to practise an asymmetric approach. He recalls selecting the landing gear down at the start of the descent on this final approach.

Just before touchdown, ATC noticed that the aircraft's landing gear was still retracted and issued a go-around

instruction. The pilot applied power on both engines, resulting in an asymmetric condition and a developing roll, so he retarded both throttles and landed the aircraft, which remained upright but then veered onto the grass at the right side of the runway, striking a runway light. After coming to a stop on the grass, the pilot secured the aircraft and he and his passenger were able to leave normally by the cabin door, assisted by the airport fire crew.

It was later found that the circuit breaker for the landing gear motor had 'popped', resulting in the landing gear legs remaining in the 'up and locked' position. The maintenance organisation confirmed that this had

occurred before on this aircraft. The pilot considers that he did not detect that the landing gear had not extended on being selected down partly because were that the absence of the normal pitch change was masked by the start of the descent and partly because the single 'gear down' light in this aircraft was dim and was further masked by bright sunlight.

There were two sets of propeller strike marks identified on the runway surface. The pilot considers that the first was very close to the point where the 'go-around' was called. He considers it likely that the thrust asymmetry was at least partly due to the propeller damage, confirming the decision to retard the throttles and accept the landing.