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 ACCIDENT

<b>Aircraft Type and Registration:</b>	Piper PA-24-250 Comanche, N7348P	
<b>No &amp; Type of Engines:</b>	1 Lycoming 0-540 piston engine	
<b>Year of Manufacture:</b>	1961	
<b>Date &amp; Time (UTC):</b>	30 December 2007 at 0907 hrs	
<b>Location:</b>	Retford (Gamston) Airport, Nottinghamshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage limited to propeller, belly skin aft of cabin area, and underbelly antennae	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	73 years	
<b>Commander's Flying Experience:</b>	1,152 hours (of which 310 were on type) Last 90 days - 14 hours Last 28 days - Less than one hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The aircraft landed with the landing gear retracted.

informed the runway was clear, the pilot re-joined on the right base leg before making a normal approach.

**The accident**

The pilot departed from Netherthorpe bound for nearby Gamston to collect two colleagues for a flight to Le Touquet. He joined 'downwind right-hand' for Runway 21 at Gamston and completed the downwind checks, including lowering the landing gear. He was then requested to stand off for 5 to 10 minutes to allow a runway inspection to be completed. He therefore left the circuit to the west, raising the landing-gear. On being

On touchdown it became clear to the pilot that he had not lowered the landing gear. The aircraft was subsequently lifted by crane and the landing gear could then be lowered normally.

The pilot considered that he had not lowered the landing gear.