

No: 11/92 **Ref: EW/G92/09/06** **Category: 1a**

Aircraft Type and Registration: Lockheed P38J Lightning, N3145X
No & Type of Engines: 2 Allison V-1710-89/91 piston engines
Year of Manufacture: 1942
Date & Time (UTC): 6 September 1992 at 1355 hrs
Location: Lydd Airport, Kent
Type of Flight: Private
Persons on Board: Crew - 1 Passengers - None
Injuries: Crew - None Passengers - N/A
Nature of Damage: Damage to both propellers, lower fins, nosewheel door and right lower engine cowl
Commander's Licence: Basic Commercial Pilot's Licence with IMC rating
Commander's Age: 54 years
Commander's Flying Experience: 1,255 hours (of which 17 were on type)
 Last 90 days - 36 hours
 Last 28 days - 12 hours
Information Source: Aircraft Accident Report Form submitted by the pilot

The P38 was returning from the Folkestone area, in company with Lockheed P42 and P51 aircraft, after an abortive attempt to perform a display due to deteriorating weather conditions. It was third in a tightly spaced landing stream at Lydd. ATC had permitted these aircraft to land 'in stream', issuing a 'land after.....' authorization to the P38 pilot. This allowed the pilot to land but transferred responsibility to the pilot for ensuring that adequate separation was maintained between his aircraft and the P51 aircraft which was ahead of him on the runway. Whilst observing the rollout of the P51, the controller checked to see if there was sufficient distance between this aircraft and the P38, when he realised that it was on very short finals, but with no landing gear visible. However, before he could transmit a warning to the pilot, the aircraft had touched down on its underside, and had come to rest some 200 metres from the threshold of runway 22. The pilot, who was uninjured, was able to vacate the aircraft unaided and no fire occurred.

The pilot subsequently reported that he had set the aircraft up for a slow speed approach and that, due to the potential conflict with the landing P51, he may have retracted the landing gear. However, having subsequently decided to land, the pilot believed that he had overlooked reselection of the

landing gear and that 'out-of-sequence' cockpit checks may have contributed to this omission. The aircraft was not equipped with any gear-up warning system, but it is intended to have one installed whilst the aircraft is being repaired.

The weather at the time was: wind 210°/20 kt, 4,500 metres in drizzle, with 4/8 Stratus at 400 feet, 5/8 Stratus at 900 feet and 7/8 Stratocumulus at 1,200 feet.