



State Commission on Aircraft Accidents Investigation
SERIOUS INCIDENT 2022/4866
RESOLUTION
of 2nd of November 2022

Type and model of aircraft:	PA-34-200T Seneca II
Registration marks:	SP-ROY
Date of occurrence:	24 August 2022
Place of occurrence:	EPML

After reviewing the investigation final report provided by the aircraft user, pursuant to Article 138 of The Act of 3rd July 2002 – Aviation Law (with further amendments) and § 18 of the Regulation of Minister of Transport of 18 January 2007 on air accidents and incidents, State Commission on Aircraft Accidents Investigation determined that:

1. The course of the occurrence was as follows:

On the day of the occurrence, the crew consisting of instructor and his student planned training flights for MEPL(A) rating. The instructor conducted preflight briefing, which covered flight exercises and the rules of handling a multi-engine aircraft. Then, in the presence of the student, the instructor conducted, a pre-flight inspection of the aircraft. No findings were found.

After the first take-off the crew flew to the flight zone where the student was practicing familiarization with the aircraft including the procedure for the landing gear extension. The next exercise consisted in making aerodrome circuits, combined with touch & go. Those flights went uneventfully.

During the 7th circuit, when the plane was on the base-leg, the student moved the landing gear lever down. However, on short final, the instructor got doubts about the correct indication of the landing gear position. So, he moved the handle up and down several times.

At the same time, the student informed instructor about his doubts with regard to the settings of circuit breakers. He also did not see the released nose wheel which should have been visible in the mirror located on the engine cowling.

During the flare phase the instructor decided to abort the landing. He increased the engines power and took over the control of the aircraft. Despite that action, the lower part of the fuselage touched the runway and the propellers blades hit concrete.

When aircraft obtained the required height, the instructor extended the landing gear with an alternate system, omitting some steps stipulated in the Flight Manual. When the plane flew over the local aerodrome, the extension of the landing gear was confirmed by an aerodrome flight information officer.

The plane sustained damage but landed safely and taxied to the apron in front of the hangar. The crew did not suffer any injuries.

The maintenance servicemen found that the circuit breaker of the landing gear indication in the cockpit was switched off. The inspection of the aircraft as well as the tests done did not reveal any irregularities in the landing gear operation.

2. Causes of the occurrence:

- 1) Late decision of the pilot-in-command to abort the landing.**
- 2) Failure to follow the Flight Manual procedure providing for check of the landing gear position prior to landing.**

3. Contributing factor:

Possible instructor's routine actions resulting in omission of some items of the landing procedure checklist.

4. The Commission accepted the following preventive measures proposed by the operator:

- 1) Develop an internal safety bulletin , concerning operations of aircraft with retractable landing gear;
- 2) Discuss and analyse the occurrence with instructors, with a particular focus on the obligation to use checklists to prevent similar occurrences in the future.

5. In addition, the Commission has proposed the following safety recommendations:

Not formulated.

Investigator in charge

SCAAI Chairman

Signatures on original only