



**State Commission on Aircraft Accidents Investigation**  
**SERIOUS INCIDENT 2022/6680**  
**RESOLUTION**  
**of 27<sup>th</sup> February 2023**

<b>Type and model of aircraft:</b>	DIAMOND - DA42 - NG
<b>Registration marks:</b>	SP-FYE
<b>Date of occurrence:</b>	17 <sup>th</sup> November 2022
<b>Place of occurrence:</b>	EPDE

After reviewing the investigation final report and collected records provided by the aircraft user, pursuant to Article 135 of The Act of 3rd July 2002 – Aviation Law (Journal of Laws no. 2020, as amended, 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 17 November 2022 at 13.19 hrs<sup>1</sup>, during the execution of exercise ME/5 (part of multi-engine aircraft training), the crew performed 10 traffic patterns to train a crosswind landing - executed without remarks, and then proceeded to execute exercise ME/3 (traffic pattern flight with emergency imitation).

In the first traffic pattern, the crew practiced a landing with the left engine throttled down to about 12% power and landing on full flaps - carried out without remarks.

In the second traffic pattern, the crew proceeded to landing with the right engine throttled down to 0% power and with retracted flaps. On the downwind leg, the student pilot (hereafter: student) throttled the right engine to 0% power and then the crew heard a warning signal "LANDING GEAR". Since the signal was interfering with the instruction, the instructor asked the student to disable it by pressing the "GEAR WARN.MUTE" button.

When on final to the RWY 12 of EPDE aerodrome, the instructor failed to check the landing gear extension and locking and the student continued the approach with the landing gear up. Before landing checklist was not executed.

Just before an expected touchdown, the instructor observed unnatural behavior of the aircraft, and after gear up touchdown, he heard the sound of the aircraft

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<sup>1</sup> Time in the Resolution is expressed in UTC = LMT - 1 h.

"scrubbing" on the runway. The instructor tried to move the landing gear lever to the "DOWN" position, but it remained in the up.

When the aircraft came to rest, the instructor reported to TWR gear up landing and inability to vacate the runway. Upon arrival of the emergency services, the instructor switched the landing gear lever to the "UP" position.

Then the crew left the aircraft safely and the instructor notified Safety Manager of the occurrence.

**2. Cause of the occurrence:**

- 1) Failure to complete the "before landing" checklist.
- 2) Failure to check that the landing gear is properly extended and locked.

**3. Contributing factors:**

- 1) Mute of the landing gear warning system.
- 2) Inappropriate distribution of crew attention during flight.

**4. The Commission accepted the following preventive measures proposed / by the investigating entity:**

- 1) The occurrence was discussed with the instructor and students.
- 2) Refresher training related to emergencies and use of checklists during every phase of flight was conducted for instructors flying aircraft with retractable landing gear.
- 3) DA-42 crews were instructed on flights along traffic circuit, in the flight zone and during emergency training, including the use of the aircraft equipment supporting the pilot's actions.
- 4) Instructors were demonstrated a DA-42 simulator flight including asymmetry thrust and the landing gear warning system in emergency situations.

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

Not formulated.

**Investigator-in-Charge**

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(signature on original)

**SCAAI Chairman**

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(signature on original)