

Report  
July 10, 2019 15:30 PM  
KYIP  
Seneca 2930Y  
Pilot In Command: Roderick Leental  
DCT Representative on Board Kevin Winship

Mr. Roderick Leental was practicing takeoff and landings at Willow Run Airport (KYIP) in a Piper Seneca, N2930Y. Mr. Leental was building time to satisfy the hourly requirements for a Multi-Engine ATP Rating.

Per the aircraft's lessor company policy, the Seneca cannot be flown without a certificated company representative on board therefore, I was in the right seat as a non-flying company observer.

Mr. Leental elected to fly from Oakland County International Airport to Willow Run Airport (KYIP). That leg was flown without incident. After a normal landing we executed a touch and go.

At approximately 15:20 PM Roderick Leental landed runway 23R at Willow Run Airport (KYIP). A normal round out and flare was performed, and a normal landing was executed on centerline of runway 23R. Throttles were brought to idle and airplane was slowed to approximately 30 MPH. Flaps were fully retracted, directional control was maintained and throttles brought to full power. Airspeed was alive, VMC was called out, VMC plus 5 was called out (all speeds witnessed by Kevin) rotation executed.

Upon execution of rotation focus was directed outside the aircraft to assure directional control and obstacle clearance. As the aircraft began to generate lift, and the weight was removed from the landing gear, the gear appeared to retract, and aircraft made contact with the runway with the right wing and propeller stopping the right engine.

The pilot applied control back pressure the aircraft separated from the ground and begin gaining altitude. With the left engine producing maximum available power the aircraft began to bank to the right.

At this time, I assisted the pilot by retarding the throttles and pushing the nose down and leveling the wings. The aircraft descended to the ground. Back pressure was applied to the yoke to assure a nose up attitude upon contact with the ground.

When the airplane slid in the grass to a complete stop the occupants were assessed for injuries and the plane was assessed for immediate danger to occupants. It was determined there were no significant injuries and no immediate danger with regards to the aircraft. The door was opened, and aircraft was vacated by both occupants.

I reentered the aircraft to retrieve glasses that were dislodged. While in the aircraft the position of the landing gear switch was checked and confirmed in the down position.