

No: 12/92

Ref: EW/G92/10/05

Category: 1c

**Aircraft Type and Registration:** Gardan GY80-180 Horizon, G-AWAC

**No & Type of Engines:** 1 Lycoming O-360-A3A piston engine

**Year of Manufacture:** 1967

**Date & Time (UTC):** 17 October 1992 at 1235 hrs

**Location:** Dunkeswell Airfield, Devon

**Type of Flight:** Private

**Persons on Board:** Crew -1                      Passengers - 1

**Injuries:** Crew - None                      Passengers - None

**Nature of Damage:** Damage to propeller and landing gear actuator; engine shock loaded

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 33 years

**Commander's Flying Experience:** 211 hours (of which 7 were on type)  
Last 90 days - 21 hours  
Last 28 days - 8 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

After joining the circuit, the pilot carried out the downwind checks and lowered the landing gear. The latter system is manually operated on this type of aircraft and involves winding a handle a specific number of rotations. The "down and locked" indication is provided by a green light on the instrument panel. The pilot subsequently stated that she had been distracted on the downwind leg by the necessity to look out for other aircraft, and although the operating handle appeared to have reached the gear locked-down position, she had not counted the number of rotations. A further distraction occurred when her final approach had to be delayed whilst two aircraft backtracked and took-off from the active runway. Final approach checks were then completed, although strong sunlight made the green light difficult to see. On landing, the aircraft subsided gently towards the ground, accompanied by a rumbling noise. The landing gear was subsequently found to be retracted which, on this type of aircraft, results in the wheels protruding from the fuselage underside. This had prevented more extensive damage to the aircraft.