

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Europa, G-BXFG
<b>No &amp; Type of Engines:</b>	1 Rotax 912-UL piston engine
<b>Year of Manufacture:</b>	1999 (Serial no: PFA 247-12500)
<b>Date &amp; Time (UTC):</b>	14 June 2014 at 1640 hrs
<b>Location:</b>	Eaglescott Airfield, Burrington, Devon
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1                      Passengers - None
<b>Injuries:</b>	Crew - None                      Passengers - N/A
<b>Nature of Damage:</b>	Minor damage to fuselage and left wing, propeller blades broken
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	58 years
<b>Commander's Flying Experience:</b>	974 hours (of which 422 were on type) Last 90 days - 13 hours Last 28 days - 4 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

## Synopsis

The landing gear operating lever was probably not locked in the DOWN position before landing, with the result that the landing gear retracted when the aircraft touched down.

## History of the flight

The pilot reported that, following a short local flight, he carried out his pre-landing checks, during which he clearly remembered lowering the landing gear and checking, by feel, that the operating lever was in the DOWN position. He commented that, on the Europa, the landing gear and the flaps are controlled by the same lever and it should have been evident by the attitude of the aircraft if the landing gear was not in the DOWN position during the approach. He stated that, while the landing attitude appeared to be normal, on touchdown the landing gear retracted and the aircraft slid along the grass strip for approximately 150 m, before coming to rest.

## Discussion

The landing gear operating lever moves in a narrow slot and is locked into position by moving the lever sideways into a detent. A safety latch fitted to the lever engages in this detent and prevents the lever from being inadvertently moved out of the DOWN position. The position of this latch also provides visual confirmation that the landing gear is locked DOWN.

The pilot believed that he had moved the operating lever into the correct position but did not then visually confirm that he had done so. His key learning point from this accident was always to visually check that the landing gear lever is correctly locked in the detent.