

Lake LA-4, G-BOLL

AAIB Bulletin No: 10/2000 **Ref:** EW/G2000/08/12 **Category:** 1.3

Aircraft Type and Registration: Lake LA-4, G-BOLL

No & Type of Engines: 1 Lycoming O-360-A1A piston engine

Year of Manufacture: 1964

Date & Time (UTC): 13 August 2000 at 1345 hrs

Location: Ronaldsway Airport, Isle of Man

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 2

Injuries: Crew - None - Passengers - None

Nature of Damage: Damage to nose landing gear door, right float and keel

Commander's Licence: Private Pilot's Licence

Commander's Age: 31 years

Commander's Flying Experience: 1,284 hours (of which 13 were on type)
Last 90 days - 45 hours
Last 28 days - 16 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

History of the flight

The aircraft was making a visual approach to Runway 21 at Ronaldsway after a flight from Belfast City Airport. The Ronaldsway Tower controller reported that when the aircraft was on very short final, he observed that the nose landing gear was not down. He instructed the aircraft to go-around, but by this time it had touched down. It slid across the intersection, over a small grass area, then came to rest on Runway 17, about 25 metres south of Runway 08/26. The Airport Fire Service was deployed but there was no fire and the three occupants vacated the aircraft by the normal means.

The pilot reported that, during cruise flight, he had reset the electric fuel pump to 'off'. He also indicated that he inadvertently selected the hydraulic pump off. During the pre-landing checks, the pilot did not wait for the usual blue light illumination, which should have illuminated after some 30 seconds, to show that the landing gear was locked down. The pilot's visual inspection perceived

that the nose and left main landing gears were down. On touchdown, the right main landing gear partially retracted along with the nosewheel and the aircraft skidded to a halt.

Examination of the aircraft and conclusions

The landing gear cycled normally once the aircraft had been lifted and the hydraulic pump switch was reset. The pilot assessed that the accident was caused by his omission in checking that the landing gear was locked down, after having selected the hydraulic pump off when this was not required. He also commented that viewing the blue light indication required head movement as it was located low down in the cockpit and that it was difficult to see it while wearing sunglasses.