

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Flylight Lightfly-Discus, G-CEOL	
<b>No &amp; Type of Engines:</b>	1 Polini Thor 250 piston engine	
<b>Year of Manufacture:</b>	2007 (Serial no: 1)	
<b>Date &amp; Time (UTC):</b>	27 February 2019 at 1134 hrs	
<b>Location:</b>	The Holy Loch, near Oban, Argyll	
<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>	Wing damaged and front strut bent	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	63 years	
<b>Commander's Flying Experience:</b>	310 hours (of which 16 were on type) Last 90 days - 4 hours Last 28 days - 4 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot reported that the aircraft took off from a farmer's field. When over the middle of the adjacent loch, he decided to perform a water landing but he omitted to raise the wheels and the aircraft pitched forward on touchdown, before capsizing to the left. Following the capsize, the pilot climbed onto the upturned hull. Although a variety of emergency services responded, in the event the aircraft could be towed to shore.

The pilot reported that he normally carried out a '**WOODS**' check before a water landing. This consisted of the following items:

- (1) Wind (direction and strength)
- (2) Wheels
- (3) Obstructions
- (4) Objects
- (5) Depth
- (6) Security

On this occasion, as there was negligible wind, the pilot had inadvertently skipped past the wheels check. He stated that in future he would retract the undercarriage after takeoff once a safe height was passed.