

FINAL REPORT

AAIU Synoptic Report No: 2006-011
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In accordance with the provisions of SI 205 of 1997, the Chief Inspector of Accidents, on 6 June 2006 appointed Frank Russell as the Investigator-in-Charge to carry out an Investigation into this occurrence and prepare a Synoptic Report.

Aircraft Type and Registration:	Searey Amphibian, EI-SEA
No. and Type of Engines:	One, Rotax 912S
Aircraft Serial Number:	1 DK359C
Year of Manufacture:	2006
Date and Time (UTC):	04 June 2006 @ 1753 hrs.
Location:	Sligo Airport
Type of Flight:	Private
Persons on Board:	Crew - One Passengers - Nil
Injuries:	Crew - None Passengers - Nil
Nature of Damage:	Left main undercarriage wheel collapsed.
Commander's Licence:	UK PPL
Commander's Details:	Male, aged 49 years
Commander's Flying Experience:	230 hours (including 8.25 on type).
Information Source:	Manager, Sligo Airport. AAIU Incident Report Form submitted by the Pilot.

SYNOPSIS

At 17.53 hours EI-SEA was practicing touch and go circuits on Runway (RWY) 29 when the aircraft veered left off the runway and entered the grass area approx 250m from the (RWY) 29 threshold. The aircraft came to a rest on the grass facing in an easterly direction. The crash alarm sounded and the Airport Fire Service (AFS) responded promptly. The pilot exited the aircraft unaided. There was no fire.

1. FACTUAL INFORMATION

1.1 History of the Flight

The pilot spent the day practicing circuit details, involving three separate sessions between early morning and the incident at 17.53 hours. He recalled that he probably carried out at least 30 landings but maybe as many as 40 during this time.

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On one earlier landing he momentarily went off the runway onto the grass near taxiway Alpha. On the incident flight, and after a normal landing, he powered up to take-off again when the left main wheel collapsed and the aircraft slid in an arc onto the grass area adjacent to the runway.

On assessing the cause of this collapse the pilot admitted that he had failed to lock down the landing gear, that, *"I had failed to push lever home, listen for click and lock down"*. The pilot conceded that, with his enthusiasm for his new aircraft, and the physical act of levering the undercarriage up and down for each circuit, his concentration may have lapsed on the final circuit.

There was very minor damage to the aircraft.



Final resting position of EI-SEA

Photo: Courtesy of Sligo Airport.

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