

## **SUMMARY IN ENGLISH**

During a revalidation flight after approximately one year flight intermission, the pilot landed the aircraft, a SK 60A with the landing gears retracted. It was the first session of single command during the revalidation flight and the previously completed session consisted of a double command earlier that day. The pilot did not sustain any injuries. The aircraft got damages on the underside of the fuselage.

The investigation shows that no technical faults could be found on the aircraft. However, it has been shown that the landing gear lever, if it is not in a locked position, can end up in an intermediate position where a minor movement can affect the system so that the landing gear extends or retracts. Furthermore, the procedure to ensure that the landing gear lever is in a locked position varies within the Armed Forces.

The serious incident was caused by the lack of uniform and safe procedures to deal with the fact that the design of the landing gear lever can result in an unlocked intermediate position, where the system nevertheless indicates that the landing gear is out and locked, which resulted in the landing gears unintentionally retracted during the approach.

### **Safety Recommendations**

#### **The Armed Forces are recommended to:**

- Ensure that uniform procedures are taught and applied in respect of the landing gear lever check.
- Evaluate and, if necessary, develop the revalidation flight procedure after a longer flight intermission.