

1998-09-24

L-81/97

Swedish Civil Aviation
Administration

601 79 NORRKÖPING

Report C 1998:29e

The Swedish Board of Accident Investigation (Statens haverikommission, SHK) has investigated an accident which occurred on September 7, 1997 at the lake of Bolmen, G county, Sweden.

In accordance with section 14 of the Ordinance on the Investigation of Accidents (1990:717) the Board submits herewith a final report of the investigation.

Ann-Louise Eksborg

Monica J Wismar

Henrik Elinder

Jan Mansfeld

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Report finalized 1998-09-24

This is an English translation of the summary in the Swedish final report. If there are any discrepancies caused by the translation, the Swedish version is valid

<i>Aircraft; registration and type</i>	D-EEKL , Piper PA-18-150
<i>Owner/Operator</i>	Germany Seaplane Association, Germany
<i>Time of accident</i>	7 September 1997, between 0400 PM and 0530 PM hrs, in daylight
	<i>Note:</i> All times in the report are given in Swedish summer time (SST) = UTC + 2 hour
<i>Place</i>	The lake of Bolmen, G county, (pos 5652N 1346E; 142 m above sea level)
<i>Type of flight</i>	Private
<i>Weather</i>	According to SMHI analysis: Wind 270°/10 kts, visibility 30 km, clouds 1-4/8 Cu base 4,000 ft, temp./dewpoint +17/+10 °C, QNH 1012 hPa
<i>Numbers on board:</i>	
<i>crew</i>	1
<i>passengers</i>	-
<i>Personal injury</i>	The pilot was killed
<i>Damage to aircraft</i>	Major
<i>Other damage</i>	None
<i>Pilot's age, certificate</i>	65 years, German private license
<i>Pilot's flying hours</i>	Unknown
<i>Number of landings previous 90 days</i>	Unknown

The Board of Accident Investigation (SHK) was notified on 7 September 1997 that an aircraft with registration D-EEKL had had an accident at the lake of Bolmen, G county, on that day between 0400 PM and 0530 PM.

The accident has been investigated by SHK represented by Ann-Louise Eksborg, Chairman, Monica J Wismar, Chief Investigator Flight Operations and Henrik Elinder, Chief Technical Investigator (aviation), Jan Mansfeld Chief Investigator rescue service.

The investigation was followed by the Swedish Civil Aviation Administration (LFV) represented by Klas-Göran Bask.

SHK investigates accidents and incidents with regard to safety. The sole objective of the investigations is the prevention of similar occurrences in the future. It is not the purpose of this activity to apportion blame or liability.

Summary

The pilot belonged to a group of private pilots from Germany flying amphibian aircraft in Sweden. At the actual flight the pilot, after having refueled the aircraft, started from Ljungby/Feringe airport for a short local flight. When the aircraft had not returned after one hour, his friends were worried and took off with another

amphibian aircraft in order to search for the aircraft. After approximately one hour they found the aircraft floating inverted in the water south of the island of Râet located 150 meters from the east shore of the lake of Bolmen. The pilot was sitting on one of the floats waving to his friends flying by. His friends thought he had a lifejacket on and that he was not injured.

Due to the rough sea and shortage of fuel they were not able to land on the water near the aircraft. Instead they transmitted the position of the aircraft to their friends on ground. They got hold of boats and went to the accident site. When they after about 40 minutes arrived to the aircraft the pilot had disappeared. They then called the rescue service which after 30 minutes arrived and started to search for the pilot. Not until two days later the pilot was found drowned.

No technical malfunction was revealed on the aircraft. However, the landing gear on the floats was found to be in extended position. As a result of the rescue service not being called immediately when the accident was known the rescue operation was delayed by at least 40 minutes. This delay might have contributed to the death of the pilot.

The accident was caused by the pilot forgetting to retract the landing gear prior to the landing on the water.

Recommendation

None.