

**Aviation Safety Investigation Report  
199300302**

**Amateur Built Aircraft  
Falco**

**03 March 1993**

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

**NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at [www.atsb.gov.au](http://www.atsb.gov.au).**

**Occurrence Number:** 199300302                      **Occurrence Type:** Accident  
**Location:** Toowoomba  
**State:** QLD    **Inv Category:** 4  
**Date:** Wednesday 03 March 1993  
**Time:** 0845 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Amateur Built Aircraft  
**Aircraft Model:** F8L  
**Aircraft Registration:** VH-LZF                      **Serial Number:**  
**Type of Operation:** Miscellaneous Test  
**Damage to Aircraft:** Substantial  
**Departure Point:** Toowoomba  
**Departure Time:** 0815 EST  
**Destination:** Toowoomba

**Approved for Release:** Friday, August 26, 1994

The pilot was carrying out a test flight in the aircraft. At the completion of the flight the aircraft was landed unintentionally with the landing gear retracted.

Inspection of the wreckage found that the landing gear and associated position indication system was operating correctly. However, the landing gear warning horn was in the "override" position, apparently having been placed in that position during the test flight.

