

**Aviation Safety Investigation Report  
199600390**

**Amateur Built Aircraft  
Rutan long-ez**

**06 February 1996**

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.

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**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).**

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

**Occurrence Number:** 199600390                      **Occurrence Type:** Incident  
**Location:** Canberra, Aerodrome  
**State:** ACT    **Inv Category:** 4  
**Date:** Tuesday 06 February 1996  
**Time:** 1242 hours                                      **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Amateur Built Aircraft  
**Aircraft Model:** LONG-EZ  
**Aircraft Registration:** VH-LEP                                      **Serial Number:** N177  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Minor  
**Departure Point:** Canberra ACT  
**Departure Time:**  
**Destination:** Canberra ACT

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	78.0	360

**Approved for Release:** Tuesday, March 19, 1996

The pilot reported that the approach which ATC required was very steep and slow. Consequently, she forgot to lower the nose gear and the aircraft landed on the main gear only.

The pilot had flown only two flights in the past three months. She was distracted with the unusually close approach and workload in a relatively high traffic area. It was discovered after that the gear warning horn and light were unserviceable.