

DUTY ON WHICH ENGAGED:
A/S Patrol.

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

2172

Investigating Officer's Report

NATURE OF ACCIDENT AND STAGE OF FLIGHT:
Aircraft swerved on take-off and undercarriage collapsed, causing aircraft to come to rest on its "belly" at right angles to take-off. Believed that Navigators clothing caught on undercarriage lever.

DATE: 21-1-42

COMPOSITION:

OVC / [unclear] / [unclear]

SQDN. Leader Wigle, D.H. C738 Headquarters E.A.C.

PRIMARY CAUSE:

RECOMMENDATIONS:

Installation of a guard on U/C retraction lever.
Institution of double check on controls after second pilot is in his seat. (This is now in effect.)

~~Navigator accidentally moved "retracting" lever to "up" position on return from Navigator's compartment to 2nd Pilot's seat prior to take off.~~

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

R/A

A double-check system is being put into effect - after the Navigator has returned to the 2nd Pilot's seat, both Pilot and Navigator will see that the undercarriage lever is in the "down" position, and give the "thumbs up" signal.

12. Swing.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Port undercarriage retracted.~~
~~Aircraft continued on belly, coming to rest in ditch.~~ *34 left strain*

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____