

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

LOCAL FORMATION FLYING.

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICERS REPORT.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

5-6-42.

COMPOSITION:

F/LT. H.M. LAY (C1175) No. 115 FIGHTER SQUADRON.

WHEN PILOT ATTEMPTED TO PUT WHEELS DOWN HE FOUND THAT THE ENGINE DRIVEN HYDRAULIC PUMP WOULD NOT LOCK THE WHEELS. OBSERVER BEGAN PUMPING THE EMERGENCY HAND PUMP AND THE O/C CAME DOWN AND LOCKED, AND THE FLAPS REMAINED UP. AIRCRAFT

TOUCHED DOWN ABOUT 2300 FEET DOWN THE RUNWAY AND RAN ALONG ON ITS WHEELS. PILOT APPLIED THE BRAKES; AIRCRAFT LOST SPEED VERY SLOWLY. PILOT

ATTEMPTED TO GROUND LOOP ONTO B RUNWAY BUT NOT LOCKED PEOPLE ON THE RUNWAY AND RAN ONTO THE UNCOMPLETED

PART OF THE RUNWAY, AND COLLIDED WITH A HEAVY TRUCK, STARBOARD WING STRUCK IT SPINNING AROUND.

RECOMMENDATIONS:

PILOTS SHOULD TAKE MORE TIME BEFORE ATTEMPTING TO LAND, AND GIVE THE HYDRAULIC SYSTEM A THOROUGH TEST.

PRIMARY CAUSE:

~~ERROR IN JUDGMENT ON PART OF PILOT IN THAT HE DID NOT TURN THE HYDRAULIC SELECTOR LEVER FULLY~~

~~TO THE WHEELS AND FLAP "DOWN" POSITION BUT IT WAS~~

~~TURNED TO A POINT MID-WAY BETWEEN THE BY-PASS~~

~~POSITION AND WHEELS AND FLAPS "DOWN."~~

ACTION TAKEN:

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

PILOTS LOG BOOK ENDORSED "ERROR OF JUDGMENT"

CONCLUSIONS OF A.I.B.

AGREE WITH THE FINDING. WHILE AGREEING WITH THE FINDINGS IT WOULD APPEAR THAT THE ERROR IN JUDGMENT ON THE PART OF THE PILOT IN NOT HAVING HYDRAULIC SELECTOR LEVER IN PROPER POSITION, AMOUNTS ALMOST TO CARELESSNESS.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~AIRCRAFT OVERSPOKE THE RUNWAY AND COLLIDED WITH A HEAVY TRUCK.~~

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____

1. *OVERSHOT* (1)