



DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

R170

Flight for U/C retraction test.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

100/00M

STBD U/C leg collapsed when landing.

COMPOSITION:

Propellor touched. Pilot decided to stay on runway and proceeded to hold wing up, and aircraft straight as long as possible. Stbd. wing eventually touched and a/c swung around on runway and came to a stop.

RECOMMENDATIONS:

NIL

PRIMARY CAUSE:

~~Starboard undercarriage leg folded.~~

2. SWUNG.

ACTION TAKEN:

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

MANUFACTURER'S HAND-BOOK OR MAINTENANCE SCHEDULE DOES NOT INCORPORATE INSTRUCTIONS FOR CHECKING UNDERCARRIAGE DRAG STRUT ADJUSTMENT. DRAWINGS AND DEFINITE SPECIFICATIONS HAVE SINCE BEEN RECEIVED AND EQUIPMENT HAS BEEN MANUFACTURED TO ENABLE AN ACCURATE CHECK TO BE MADE TO ENSURE THAT THE CENTRE LINE OF THE HINGE JOINING THE UPPER AND LOWER ARMS IS ONE QUARTER OF AN INCH AFT OF THE CENTERLINE. NO DISCIPLINARY ACTION TAKEN.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Propellor, starboard wing touched runway and aircraft ground looped.~~

RECORDED BY

DATE

34. U/C STRAIN.

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CHECKED BY

DATE