



DUTY ON WHICH ENGAGED:

Gunnery exercise.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 15-7-42.

COMPOSITION:

*102/12-11/111-*

Port undercarriage collapsed on the runway forcing the propellor of the port engine and port wing tip into ground. Pilot immediately cut the switches and shut off the gas. The a/c swerved off No. 1 runway and stopped sliding 10' from other aircraft parked on line.

F/O Raven, C.N. R.C.A.F. Station, Mountain View.

RECOMMENDATIONS:

Oleo legs being checked for maximum and minimum allowances on each daily inspection and pilots' cockpit check to include placing hydraulic selector lever in "wheels and flaps" position while the aircraft is on the ground.

PRIMARY CAUSE:

~~Incorrect operation of hydraulic controls, by inexperienced pilot.~~

*S. Mc Lachlan*

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ACTION TAKEN:

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

Nil

Conclusions of A.I.B.:- Agree with secondary cause.

The accident was due to incorrect operation of hydraulic controls. With the selector on "By Pass" pressure falls off completely in the lock jacks and vibration then released the lock.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Oleo leg collapsed, due to hydraulic selector lever being in the by-pass position~~

*S. Mc Lachlan*

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RECORDED BY

DATE

CHECKED BY

DATE