



DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

General sequence.

OR COMMANDING OFFICER'S REPORT:

D.14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

*20/10/52*

Port engine failed at 2000' in vicinity COMPOSITION:

of aerodrome. Pilot entered circuit at 1000' but did not attempt to lower

u/c due to number of a/c on circuit and possibility of being forced to go

RECOMMENDATIONS:

around again. When apparent landing

could not be made wheels were tripped

~~PRIMARY CAUSE~~ but port did not lock and

port had insufficient time to build

pressure in reserve system before

landing.

ACTION TAKEN:

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

~~Primary Cause- Poor technique on the part of the instructor in not ensuring that the U/C was locked.~~

(7)

Nil

*Others*

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Port also leg collapsed on landing.~~

(32)

*U/C Drill - In Air*

RECORDED BY

DATE

CHECKED BY

DATE