

DUTY ON WHICH ENGAGED:

Dual instruction.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Taxied into parking position on tarmac then u/c retracted.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

DATE:

COMPOSITION:

TUC/PC DUA^{D-14}/UCDT ✓

RECOMMENDATIONS:

That a circular metal guard be placed around the U/C lever. This guard should be open at the top and be of such a diameter that the pilots will be able to readily get their hand into the opening to operate the lever.

PRIMARY CAUSE:

~~Inexperience, the pilot allowed his foot, encased in a heavy flying boot, to strike the U/C lever thus operating the lever sufficiently to cause the U/C to completely retract.~~

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER
Endorsement of pilot's log book and "logging" indicating inexperience.

8. U/C FAILURE (8)

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~U/C retracted while A/C was parked on tarmac with engines running.~~

U/C DRILL - ON GROUND. (33)

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____