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DUTY ON WHICH ENGAGED:

Ferrying aircraft.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

On take-off U/C collapsed. Propellers struck ground and port propeller was torn off while the stbd propeller was bent. A/C slid straight along runway on its belly until coming to rest.

DATE: 21 March/43

INVESTIGATING OFFICER

COMPOSITION:

F.O. Hierlmeier, G.G., #5 B.G.S.

RECOMMENDATIONS:

T.E.O. is being issued calling for a tab to be fixed to instrument board which reads: "When selection for u/c flaps or turret is not required, hydraulic selector valve must be in the by-pass position".

PRIMARY CAUSE:

~~16: Obscure. But probably either allowed hydraulic wheels flap selector to be diverted to either by-pass or gun turret thereby releasing hydraulic pressure from u/c; or, selector moves far too easily & may have vibrated far enough toward either gun turret or by-pass position so that hydraulic pressure was released from u/c.~~

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~5. U/C drill on takeoff.~~

RECORDED BY

DATE

CHECKED BY

DATE