



DUTY ON WHICH ENGAGED:

Instruments.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14 # 48.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

LVC/LPO

All port undercarriage indicators showed port wheel to be unlocked. On landing port wheel collapsed and A/C ground looped slowly to left. All possible means of having U/C locked had been attempted to no avail.

RECOMMENDATIONS:

Pilots to report landings likely to cause undue strain on A/C. U/C to be inspected prior to further flying. Wheels up landing on runway on this type A/C would keep resultant damage to minimum, it is considered.

PRIMARY CAUSE:

~~33. Technical defect.~~

Port side of port U/C frame out of alignment due to previous heavy landing prevented u/c from coming into full down position.

ACTION TAKEN:

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

NIL

5. U/C. FAILURE

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SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~38. Ground loop.~~

34. U/C. STRAIN.

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RECORDED BY

DATE

CHECKED BY

DATE