



PURPOSE OF FLIGHT:

V.H.F. test

TECHNICAL OFFICER'S REPORT:

Believed air resistance to wheels caused u/c selector lever to snap back into neutral before last wheel was locked- thus giving positive check with hand pump.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

*200/004*

NATURE OF ACCIDENT:

Pilot landed after lowering undercarriage in usual manner. When A/C lost speed, one wheel folded on slight swing causing ground loop. Pilot checked hand pump in the air and found solid. This aircraft (Kittyhawk Mk.III) has no horn or position indicator.

*5*

CLASSIFICATION:

~~31. U/C down but not fully locked.~~

*5. w/c failure*

SECONDARY OR CONTRIBUTORY FACTORS:

~~33. Technical defect.~~

~~38. Ground loop.~~

*35. a/c Defect.*

*35*

ACTION TAKEN:

Kittyhawk Manual being amended locally re returning selector handle to neutral, so additional pressure will be added to undercarriage when pilot lowers flaps.