



PURPOSE OF FLIGHT:

Landing subsequent to flying training exercise.

TECHNICAL OFFICER'S REPORT:

*LUC/UM*

1/8" layer of ice formed on the port down lock preventing u/c locking.

NATURE OF ACCIDENT:

On return to aerodrome pilot lowered u/c on the "Downwind" leg, and found the indicators indicated the port oleo leg to be unlocked. Immediately raised u/c and climbed to 4,000' whereupon pilot re-lowered u/c and test horn. Warning horn sounded definitely indicating that the port oleo leg remained unlocked. Then commenced action in an attempt to lock them down, i.e. lowering u/c and at the same time diving shallowly, and then pulling the a/c's nose up sharply. This procedure was carried out with

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

no avail. Made flapless landing.

~~1. U/c down but not fully locked.~~

*18 Misc. Technical*

SECONDARY OR CONTRIBUTORY FACTORS:

~~2. Technical defect.~~

ACTION TAKEN:

Nil

*35 U/c defect*