



PURPOSE OF FLIGHT:

Night flying test.

NATURE OF ACCIDENT:

Pilot made unusually wide circuit after selecting wheels down as a/c were landing ahead. A/C made normal touch down and after 200 yds run stbd u/c collapsed.

CLASSIFICATION:

33. ~~Technical defect.~~

18. *Misc. Technical*  
SECONDARY OR CONTRIBUTORY FACTORS:

35. *u/c defect*

R. C. A. F. L 20 (REVISED)  
7M.4-43 (3202) K. P. 5051  
H. Q. 885-L 20

TECHNICAL OFFICER'S REPORT:

From tests made it is concluded that technical failure was not involved.

*LUC/ALDOW/UCOL* ✓  
COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Remarks of Unit C.O.

F/O Shemilt has a very good history as pilot. His flying here confirms this, as he has demonstrated that he is most careful and attentive to detail in flying. This accident (in view of technical report) would seem to indicate he did not make absolutely sure both u/c legs were locked down. There are however ample precedents that prove warning devices to be unsound or indicate that u/c is safely locked, when in fact it is not. In my view the fact that an accident occurred in a plane he was piloting has been punishment enough and that endorsement would not have the beneficial result it is intended to provide for other pilots with a different temperament. I recommend that he be admonished by Station Commander in view of element of doubt that can be said to exist (in his view) in this case.

ACTION TAKEN:  
N/L