



PURPOSE OF FLIGHT:

Navigation exercise.

TECHNICAL OFFICER'S REPORT:

LH/AoF/PSHM/USH/mrb

NIL

LH/AoF/PSHM/USH/AFD

NATURE OF ACCIDENT:

On first approach to land, pilot was given a RED from control tower due to a sudden change in wind direction. U/C and flaps were lowered and raised in the normal manner using the engine pump for pressure. However, on second approach to new runway, u/c lowered successfully but flaps failed to lower using the engine pump. Was forced to use hand pump to operate flaps which were lowered to 50-55 degrees. Approach was made with a speed of 75-80m.p.h. indicated, over water.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

At a height of 25-30ft. at the change of water to runway pilot

suddenly felt a/c dropping rapidly although pilot still had control over surface. The a/c hit runway smashing port u/c. Leaving a/c pilot observed that the flaps with selector still in down position were now in a position of 20 degrees. It was an intensely hot day and the sudden change from water to runway may have caused a drop due to vertical currents.

4. Heavy.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

NIL