

**Aviation Safety Investigation Report
199700353**

**Amateur Built Aircraft
Sidelinger Hurricane**

03 February 1997

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NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199700353 **Occurrence Type:** Incident
Location: Serpentine, (ALA)
State: WA **Inv Category:** 4
Date: Monday 03 February 1997
Time: 1100 hours **Time Zone** WST
Highest Injury Level: None

Aircraft Manufacturer: Amateur Built Aircraft
Aircraft Model: HH-1
Aircraft Registration: VH-AFW **Serial Number:** W140
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Minor
Departure Point: Serpentine WA
Departure Time: 1100 WST
Destination: Serpentine WA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private		3014

Approved for Release: Thursday, April 3, 1997

The pilot was familiarising himself with the Sidelinger replica Hurricane before continuing with a flight test program that had already been partly completed by another pilot. He conducted one circuit and landing with the landing gear down. After a short break he took off again and departed the airfield for aerial work. After takeoff he retracted the landing gear and noted a normal gear-up cockpit indication.

On return to the airfield, the pilot selected the landing gear down but received an unsafe gear cockpit indication. He checked the landing gear circuit breaker was in and then cycled the selector lever twice more but without success. He then attempted to lower the landing gear using the emergency lowering method. He reported, however, that the emergency lowering system would not operate.

Committed to a gear up landing, the pilot elected to land on the 270 degree grass strip. The pilot said that he approached at minimum speed and touched down tail wheel first with throttle closed and the fuel and electrical systems secured. The aircraft then skimmed along on the underside airscoop before eventually nosing forward and damaging the propeller and air intake.

The owner subsequently reported the cause of the landing gear failing to lower via the normal system was a faulty selector switch. The reason why the emergency lowering system would not operate was not determined.

