

**Aviation Safety Investigation Report
199502309**

**Mikoyan Gurevich
MIG-21UM**

23 July 1995

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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: 199502309 **Occurrence Type:** Accident
Location: Williamtown
State: NSW **Inv Category:** 4
Date: Sunday 23 July 1995
Time: 1250 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Mikoyan Gurevich
Aircraft Model: MIG-21UM
Aircraft Registration: VH-XXI **Serial Number:** 51-6905011
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Williamtown NSW
Departure Time:
Destination: Williamtown NSW

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	ATPL	16.5	20000

Approved for Release: Monday, August 28, 1995

Whilst climbing through 4,000 feet at about 400kts, the front canopy blew open and shattered but remained attached, hanging to the right side of the aircraft. The pilot reported that due to minor handling problems a minimum of 220kts approach speed was used. On touchdown the drag chute was deployed but separated from the aircraft, requiring heavy braking to be used. At about 100kts the nosewheel tyre failed and deflated. The aircraft was able to be taxiied clear of the runway and shut down.

Ground investigation revealed that the front canopy lock was not in the fully locked position, allowing the canopy to open in flight. The drag chute operation could not be faulted and it is suspected that the release button had been activated sometime prior to the flight. The button is lockwired and the lockwire was found broken. The checklist is to be amended to require this item to be checked before flight. The nose tyre probably failed as a result of the high landing speed, and heavy braking without drag chute assistance.