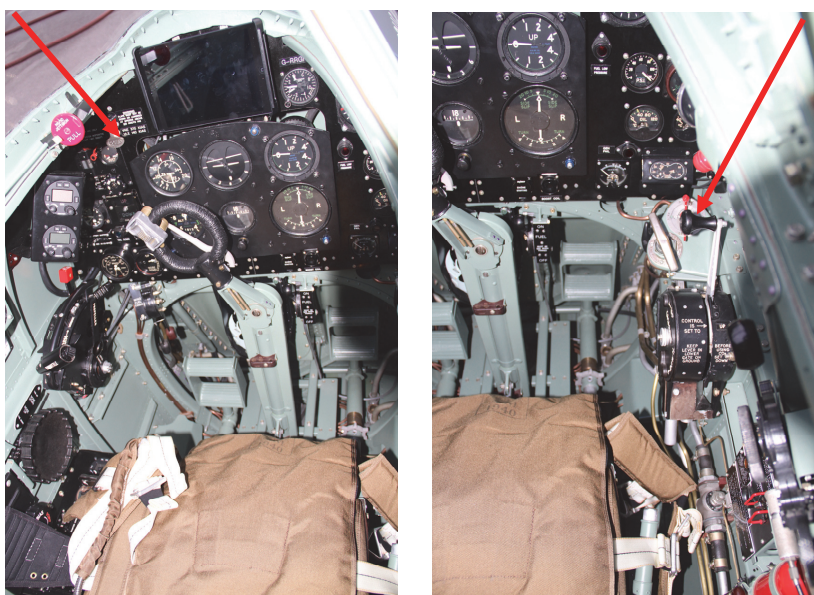


## ACCIDENT

<b>Aircraft Type and Registration:</b>	Vickers Supermarine Spitfire Mk XIX, G-RRGN	
<b>No &amp; Type of Engines:</b>	1 Rolls-Royce Griffon RG 30 SM-S piston engine	
<b>Year of Manufacture:</b>	1945 (Serial no: 6S-594677)	
<b>Date &amp; Time (UTC):</b>	7 January 2013 at 1519 hrs	
<b>Location:</b>	East Midlands Airport	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to propeller, lower engine cowling, both radiator fairings, left flap, left aileron, underside of left wing	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	46 years	
<b>Commander's Flying Experience:</b>	9,273 hours (of which 89 were on type) Last 90 days - 217 hours Last 28 days - 62 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The aircraft had landed on Runway 27 at East Midlands Airport and was taxiing to vacate the runway when the undercarriage retracted, causing the wooden propeller to strike the runway and shatter. The pilot stated that he had intended to retract the flaps but inadvertently selected the undercarriage to UP: the levers are on different sides of the cockpit (Figure 1). It is apparently a usual practice to retract the flaps as soon as possible after landing to minimise the effect they have on cooling radiator airflow. There is no weight-on-wheels protection circuit.



**Figure1**

Spitfire Mk XIX cockpit showing flap lever (arrowed left) and undercarriage selector (arrowed right)