

ACCIDENT

Aircraft Type and Registration:	Spitfire MK.T IX, G-CICK	
No & Type of Engines:	1 Rolls-Royce Merlin 266 piston engine	
Year of Manufacture:	1944 (Serial no: CBAF 8912)	
Date & Time (UTC):	16 June 2017 at 1348 hrs	
Location:	Sywell Aerodrome, Northamptonshire	
Type of Flight:	SSA&C (Safety Standards Acknowledgement & Consent)	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Propeller destroyed and minor damage to the lower fuselage and wing-mounted radiators	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	71 years	
Commander's Flying Experience:	6,560 hours (of which 574 were on type) Last 90 days - 19 hours Last 28 days - 9 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

After turning the aircraft onto the downwind leg of the circuit at Sywell, the pilot moved the landing gear selector to **DOWN** to lower the landing gear in preparation for landing. The landing gear appeared to extend normally and the pilot stated that he thought that he felt the landing gear locks engage. During the completion of the pre-landing checks the pilot observed that the green landing gear **DOWN** indication appeared to be lit, indicating that the landing gear was extended and locked. Immediately after touchdown the landing gear retracted and the propeller struck the ground, breaking all four blades. The aircraft slid for a short distance before coming to rest on the runway. After recovery of the aircraft, the landing gear extension and retraction system was tested and found to operate normally. The pilot attributed the incident to the effect of sunlight shining on the landing gear position indication panel, which gave the false impression that the **DOWN** panel was illuminated and that the landing gear was locked in the extended position.