

In the report 'Gear collapse during landing' the same conclusion was accidentally published three times.

The conclusion of the section 'Pseu and sensors' (under section 2.6 on page 32) has to be:

Both PSEU fault indications and testing of the sensors indicate one of the sensors was giving faulty indications when the aircraft was in the approach coming from sub-zero to above-zero temperatures. This resulted in the MLG doors remaining open and the down lock actuator not being energized. This is in line with PSEU logic.

The conclusion of the section 'MLG static and dynamic analyses (under section 2.6 on page 34) has to be:

Post accident inspection of the MLG indicated that the MLG yoke suffered deformation. No deformation was found on the brace assembly. Analyses indicated that the right hand MLG yoke was deformed prior to the accident.