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TECH.	DISOB.	NEG NCE	INEXP NCE	MISCELL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTRS.	MOV. SURFS.	STAB. SURFS.	W STRUTS	LAND. GEAR	FLOATS	FUSE. OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCELL.	UNDTD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRCREW A.	ENG. CONTRS.	MISCELL.	UNDTD	PRIMARY																													
PILOT		OTHERS							AIRFRAME FAILURE										ENGINE FAILURE																																								
CAUSES OF ACCIDENTS																																																											
UNIT		COM.		PLACE		DATE		TIME		H.O. FILE																																																	
8 BR. Sqn, Sydney, N.S.		E.A.C.		Aerodrome.		1-11-41		1800		1100-90-38																																																	
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT		MISCELLANEOUS																																													
Bolingbroke		9038		"B"		X		X		X		X		HAND Q.																																													
NAME				RANK		NO.		DUTY		INJURIES				SERIOUS				INSTS.																																									
MacDonald, J.K.				F/Lt.		0890		P.O.		Uninjured				FATAL				INJURY				WEATHER																																					
Robb, P.F.				P/O		J5118		Nav		Uninjured												DRKNS.																																					
Casey, R.E.				Sgt.		R/2073		AG		Uninjured												ALG. SURF.																																					
McMurray, B.G.				LAC		R64265		WO		Uninjured												OTHER																																					
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TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS										STAGE OF FLIGHT																																					
Bolingbroke		9038		Serious								INST.		NIGHT		ON TYPE				TOTAL				LAST 6 MOS.		TAKE-OFF																																	
Mercury		2550		Serious								34		40		9		232		78		550				FLIGHT																																	
Mercury		2554		Serious																						STATRY																																	
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SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE				INJ.																																			
Q63				1-11-41																								3RD.																															
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DUTY ON WHICH ENGAGED:

Returning from operations flight.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Undercarriage folded on light landing causing aircraft to slide on its belly for a distance of 500 feet.

PRIMARY CAUSE:

Landing gear lever was moved either by mistake or intent, probably by the Navigator, after first contact with the ground causing the undercarriage to unlock before the second contact.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

A/C made a forced landing with undercarriage retracted .

COURT OF INQUIRY. INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry

DATE: 2-11-41

COMPOSITION:

LUC / P. O. Watts / P. O. Russell

Pres. F.L. Gillis, D.A. (C1208) 4(CAC)Det., Sydney.

Mem . F.O. Watts, H.J. (C.2330) R.C.A.F.Sta, Sydney.

P.O. Russell, H.H.C.(J.5294)8(BR)Sqn., Sydney.

RECOMMENDATIONS:

It is deemed advisable to install pressure gauge in hydraulic system to enable pilot to check whether or not there is sufficient pressure in the system to operate hydraulics.

Recommendation not concurred in by D. Ops)

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

A modification is being provided by means of which the landing gear lever will be locked in position to prevent accidental movement.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____