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TYPE OF A/C										CAUSES OF ACCIDENTS										MISCELLANEOUS										STAGE OF FLIGHT																								
PILOT					OTHERS					AIRFRAME FAILURE					ENGINE FAILURE																																							
UNIT					COM.					PLACE					DATE					TIME																																		
115 F. Sqdn.					Patricia Bay, B.C.					W.A.C. Aerodrome, Patricia Bay					28-1-42					1725																																		
A/C TYPE					No.					CRASH CAT.					SE					ME					DAY					NIGHT																								
Bolingbroke 1V					9118					"C"					X										X																													
NAME					RANK					No.					DUTY					INJURIES					SERIOUS																													
Clarke, H.P.					P.O.					J7974					P.					Uninjured					FATAL					INJURY																								
Ryall, D.B.					F.L.					C7613					P.P.					"																																		
																														CARD SERIAL No.																								
TYPE A/F & ENGINE					No.					EXTENT OF DAMAGE					REPORT FORM					SERIAL No.					DATE					INST.					NIGHT					ON TYPE					TOTAL					LAST 6 MOS.				
Bolingbroke 9118					Slightly																				29					10					57					239					176									
Mercury 2700					Slight																																																	
Mercury 2712					Slight																																																	
SIGNAL No. & DATE					UNIT No. & DATE					COM. No. & DATE					REPORT					FILE					DATE																													
A-12					29-1-42																																																	
NATURE OF ACCIDENT																																																						

DUTY ON WHICH ENGAGED:

Oxygen equipment test flight.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

R170

Investigating Officer's Report

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

Crash landing undercarriage failed to come down. Instructed to do a tail down landing. This was eventually executed perfectly and very little damage was done to the aircraft.

F.L. W.F.M. Newson (C.983) #13 (O.T.) Sqn.
Patricia Bay, B.C.

RECOMMENDATIONS:

Better support and protection for the pressure line
Fit efficient emergency auxiliary system.

PRIMARY CAUSE:

~~Failure of hydraulic system due to complete fracture of flexible pressure line.~~

ACTION TAKEN:

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

Nil

5 MC Failure

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Lack of an emergency system of lowering the undercarriage.
Landed with u/c retracted.~~

35

35 MC Defect

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____