AIRFRAME CAUSES O	FAILURE F ACCIDENTS	ENGINE FAILURE	
OM. PLACE	Aerodrome	1100-99-9	
9909	CMASH CAT. C 14	x	Y   Y   Y   Y   Y   Y   Y   Y   Y   Y
NZ LAC 421278 CPL R91793	WCAG Nil WOAG Nil	CARD SERIAL NO.	N E OU S
EXTENT REFORT SERIAL POR DAMAGE FORM No.	DATE	ON TYPE TOTAL LAS	
Slight		DUAL SOLO DUAL SOLO 6 ME	
	No. & DATE REPO	DRT FILE DATE	
	CAUSES O OM. PLACE  # 4 Main NO. 9909 PANK NO. SGT R114027 NZ LAC 421278 CPL R91793  EXTENT REFORT SERIAL FORW NO.	CAUSES OF ACCIDENTS  OM. PLACE  # 4	CAUSES OF ACCIDENTS  OM. PLACE  # 4 Main Aerodrome    No.   CMASH   SE   ME   DAY   NIGHT

( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )	<b>33333333</b> 3333		
) DUTY ON WHICH ENGAGED:	COURT OF INQUIRY, INVESTIGATING OFFICER		
) Routine gunnery exercise.	OR COMMANDING OFFICER'S REPORT:		
) NATURE OF ACCIDENT AND STAGE OF FLIGHT:	DATE: OUC/FEDUW/UCDO		
Port undercarrige buckled as pilot opened throttle for take-off.  Port engine and wing struck the ground.			
)	RECOMMENDATIONS:		
)	An arrangement similar to that used on Grane A/C		
) PRIMARY CAUSE:	whereby the U/C warning horn blows when U/C lever is in "up" position is recommended for installation in		
Faulty cockpit check.	Bolingbroke A/C.		
) 16. OTHERS.			
	ACTION TAKEN:  (A) DISCIPLINARY (B) TECHNICAL (C) OTHER		
	Ednorsement of pilot's log book and logging.		
)			
) SECONDARY CAUSE OR CONTRIBUTING FACTORS:			
banded with U/C lever in "up"			
position.	RECORDED BY DATE		
33. U/C. DRILL- ON GROUND			
) R.C. N.F. FORM 120 REG. 1247 18M-15-11-41	CHECKED BY DATE		
· ( ) · ) · ) · ) · ) · ) · )			