

TYPE OF ACCIDENT		PILOT		OTHERS				AIRFRAME FAILURE				ENGINE FAILURE				CAUSES OF ACCIDENTS					
UNIT RCAF Station		COM. 1		PLACE M.A.				DATE 2-3-43		TIME 1040		H.Q. FILE 1100-98-86		UNIT							
A/C TYPE		No.		CRASH CAT.		SE		WE		DAY		NIGHT		A/C TYPE							
Bolingbroke 1VT		9886		B		X		X													
NAME				RANK		No.		DUTY		INJURIES		SERIOUS		MISCELLANEOUS							
Dean, D.N.				WO2		R105254		P.		NIL.		FATAL		INJURY							
Deutsch, B.				GB Lac.		788343		OC		NIL.											
Nemec, A.				GB Lac.		787094		OC		NIL.											
Gartley, E.P.				F/S		R93632		OC		NIL.											
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS				STAGE OF FLIGHT					
Bolingbroke 9886		Serious										INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS	
Mercury 2881/2880		Serious										DUAL		SOLO		DUAL		SOLO			
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE											
A-109		3-3-43																			
NATURE OF ACCIDENT																					

19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1
 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61
 PRIME SCREW A. ENG. CONTS. MISC. UNDEP. PRIMARY
 HAND O. INSTS. WEATHER DRKNS. ALG SURF. OTHER UND TO PRIMARY TAXIING LANDING TAKEOFF FLIGHT STATION FATAL INJ. 3RD 2ND 1ST
 CAUSES MISCELLANEOUS STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

Gunnery exercise.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Landing gear would not lower sufficiently to lock. A/C landed, landing gear collapsed into belly landing.

DATE:

COMPOSITION:

LCC / PCC / CMC

RECOMMENDATIONS:

The aerodrome Control Officer has been advised to watch for this type of take-off and disciplinary action be taken against offenders.

PRIMARY CAUSE:

8. U/C retracted too soon.

Pilot apparently touched runway shortly after takeoff with U/C unlocked. Bent piston rod, spreading ram gland and causing hydraulic fluid to be pumped from system. This prevented locking of U/C on landing.

ACTION TAKEN:

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

Pilot's log book endorsed.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

17. Disobedience of standing orders. Lack of fluid prevented locking of stbd landing gear.

RECORDED BY

DATE

CHECKED BY

DATE