Jo/s	PILOT OTHERS A	IRFRAME FAILU		ENGINI		
YPE OF A	UNIT #13. S.F.T.S. COM.	JSES OF A C PLACE M.A.	CCIDENTS	DATE <b>24.5.4</b> H.Q. FILE <b>1100</b>		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1	TYPE Harvard II	No. 3249	CRASH C.3	SE ME	DAY NIGHT	S WEY,
H	Temm F.J. (NZ) LA	AC 391567 PP	 Ni <b>1</b>	IE3	SERIOUS	S O R A A SURE
YPE OF ENGINE					CARD SERIAL NO	Z F G O THE G O THE G O O S G G G G G G G G G G G G G G G G
	TYPE A/F NO EXTENT REF	PORT SERIAL DATE	Нои	RS FLOWN BY P		
	Harvard 3249 Slightly	T.	INST. NIGHT		TOTAL LAST	"   / & / /
\ \ \ \	Wasp 4044/7826 Nil.		30 16	62 60 9	9 93	A O M GIRTA

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DUTY ON WHICH ENGAGED: Armament exercise.	COURT OF INQUIRY, INVESTIGATING OFFICER					
Allianano exercipo.	OR COMMANDING OFFICER'S REPORT: D-14 / 121					
) NATURE OF ACCIDENT AND STAGE OF FLIGHT:	DATE:					
The fire extinguisher in the rear	COMPOSITION: LOCAL					
cockpit fell from its housing, into						
) such a position as to prevent the fu	11					
, rovement of the U/C sclection lever	to					
the down position. Pilot made severa	RECOMMENDATIONS:					
attempts to lower U/C. He then	Suggested that in case of solo flights, when U/C					
) landed wheels up on the aerodrome.	selector lever cannot be moved to down position and cause is likely to be jamming by some loose object, that pilots be instructed to hold A/C in inverted					
PRIMARY CAUSE:						
57. Miscellaneous.						
24. V/C. RETRACTED.	position in attempt to dislodge same.					
$g_{\mathcal{A}}$	ACTION TAYEN					
а-т	ACTION TAKEN:  (A) DISCIPLINARY (B) TECHNICAL (C) OTHER					
`\	NiI.					
	D I taken to and that five extin	. ~				
)	Precautions have been taken to see that fire exting	18_				
)	uishers are securely fastened in their housings.					
SECONDARY CAUSE OR CONTRIBUTING FACTORS:						
34. Wheels up landing.						
)	RECORDED BY DATE					
j.						
)	CHECKED BY DATE					