

ACCIDENT CLASSIFICATION

UNIT #31 S.F.T.S. Kingston	COM. 1	PLACE M.A.	DATE 6.6.43	TIME 1105
A/C TYPE Harvard IIB	No. FE.277	CRASH CAT. C.2	H.Q. FILE 1300-FE.277	
			S.E. X	M.E. DAY X NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Alexander, E.F.	Sgt	1332702	P.	Nil	No.	DATE
Tosswill, P.B.	ALA	NZD3806	PP	Nil	C.128	6.6
					D 14 (REVISED)	
					No. 5	CHECKED <input checked="" type="checkbox"/>
					#14	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Wasp 13899/41/12422	Nil.	45	48	460	65	552	125
		22	17	58	51	116	109

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
3RD

31
7

RAF
M 2

PURPOSE OF FLIGHT:

Flying training exercise.

NATURE OF ACCIDENT:

U/C would not lock down. Forced to land with U/C retracted. Pilot tried all emergency methods to no avail.

TECHNICAL OFFICER'S REPORT:

Two small pieces of grit were found in recess for lug of stbd U/C, this would prevent the U/C from locking down. The grit was embedded in grease and so held in the recess.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Recesses on all Harvards are being cleaned of grease. There is very little friction on these surfaces.

L. O. ✓

CLASSIFICATION:

~~33. Technical defect.~~

U/C. FAILURE

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SECONDARY OR CONTRIBUTORY FACTORS:

U/C. DEFECT.

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ACTION TAKEN:

Nil.