

TYPE OF A/C		ACCIDENT CLASSIFICATION										COMMAND	
UNIT 31 S.F.T.S. Kingston		COM. 1	PLACE M.A.			DATE 16.6.43	TIME 1445		H.Q. FILE 1300-AJ.570				MONTH
A/C TYPE Harvard II		NO. AJ.570		CRASH CAT. C.3	S.E. X	M.E.	DAY X	NIGHT		STAGE OF FLIGHT			
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		FORCED LANDING				
Turner, E.		Sgt	1264070	FI	Nil		NO.	DATE		TAXIING			
Roffey,		ALA	FX91789	PP	Nil		D 14 (REVISED) C134 16.6		LANDING				
							NO.	CHECKED		TAKE-OFF			
							10	<input checked="" type="checkbox"/>	FLIGHT				
							No. 73			STATRY			
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				FATAL					
Wasp S3H1		8729/4490	Nil	INST.	NIGHT	ON TYPE			TOTAL	INJ.			
						SOLO	DUAL	SOLO	DUAL		3RD		
				51	75	741	6	1105	135	INJURY			
				11	-	16	24	37	64		M 2		
ACCIDENT CLASSIFICATION										RAF	M 2		

PURPOSE OF FLIGHT:

Dual instruction.

TECHNICAL OFFICER'S REPORT:

No technical defect.

NATURE OF ACCIDENT:

When landing pupil put u/c down and oleo leg indicators were fully forward. On throttling back across wind the horn blew. Instructor climbed away from circuit, raised and lowered u/c ten times by hydraulics and twice by hand pump. Then u/c selector lever was put forward in emergency, but kept springing back indicating locking pin was not in locked position and pilot decided to land with u/c retracted.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~34. Wheels up landing.~~

u/c. FAILURE

SECONDARY OR CONTRIBUTORY FACTORS:

u/c. DEFECT.

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ACTION TAKEN: