

ACCIDENT CLASSIFICATION

UNIT 32 O.T.U. Patricia Bay	COM. WAG	PLACE M.A.	DATE 23-7-43	TIME 0125
A/C TYPE Hamptden I		NO. AN102	CRASH CAT. B	H.Q. FILE 1300-AN102
		S.E.	M.E. X	DAY
				NIGHT X

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
McPherson, C.A. Aus.	P/O	413221	PP	NIL.	NO. A209	DATE 23-7
Lipscombe, E.J.	P/O	151683	Nav.	NIL.	D 14 (REVISED)	
Davies, D.J. Aus.	Sgt.	422539	WAG.	NIL.	NO. 1	CHECKED <input checked="" type="checkbox"/>
Christie, W.M. Aus.	Sgt.	421246	WAG.	NIL.	No.2	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
Pegasus XVIII	P.S7205/A155293	INST.	NIGHT	ON TYPE		TOTAL	
	Slightly			SOLO	DUAL	SOLO	DUAL
		S.18718F/A122526	43	35	46	5	170
	Slightly						

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

- FORCED LANDING
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STAT'RY
- FATAL
- INJURY
- 3RD
- 5

RAF

PURPOSE OF FLIGHT:

Night navigation exercise.

TECHNICAL OFFICER'S REPORT:

LUC/PCDUW/UCDL

NATURE OF ACCIDENT:

Undercarriage collapsed on landing. Green light Indicator "on" and pilot apparently mistook it for U/C green light.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2025

U/C not locked down prior to touch down, because despite pilot's statement, he in all probability mistook tail wheel light for U/C green light.

RECOMMENDATIONS

More careful acceptance check is made when A/C is received at units. This A/C still had tail wheel lights connected altho tail wheel had been permanently locked in the down position.

Pilot's log book should be endorsed "Error in CONCLUSIONS OF A.I.B. Judgment"

Agree with findings.

CLASSIFICATION:

~~33. Technical defect.~~

5. M/c Failure

5

SECONDARY OR CONTRIBUTORY FACTORS:

32. M/c Drill

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ACTION TAKEN:

Disciplinary action has been taken against airman responsible for failing to remove green tail indicator from the A/C.