

ACCIDENT CLASSIFICATION

UNIT C.F.S. Trenton, Ont.		COM. B	PLACE MA.		DATE 18-8-43	TIME 1400		
A/C TYPE HARVARD IIB		NO. FE517	CRASH CAT. "C"1		S.E. X	M.E.	NIGHT X	
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL	
Twist, J.G.		W/C	C1282	FI	Uninj.		NO. R.224	
Aasheton, W.R.		RAF	FT/L 41979	FP	Uninj.		DATE 18-8-43	
							D 14 (REVISED)	
							NO. 1	
							CHECKED <input checked="" type="checkbox"/>	
							No.66	
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
P&W S3H1	AC42815/15951 Slight				ON TYPE		1203	
			INST.	NIGHT	SOLO	DUAL	SOLO	DUAL
			34	71	700	5	1641	62
			78	121	4	2	1409	81
							1490	

COMMAND
MONTH
STAGE OF FLIGHT

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

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PURPOSE OF FLIGHT:

Routine instructional flight.

TECHNICAL OFFICER'S REPORT:

Sufficient amount of dirt lodged between lug at top of oleo leg and face of u/c down stop to prevent locking pin engaging.

NATURE OF ACCIDENT:

Stbd. oleo collapsed after landing due to piece of heavy clay preventing locking pin going into place. Wheels were lowered and checked down; engine was cleared on cross-wind leg but evidently throttle wasn't opened sufficiently to cut horn in again. As there is no u/c indicator lights on F.E. series Harvard no indication was given that stbd. leg was not locked.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

LUC/UM ✓

CLASSIFICATION:

~~31. Undercarriage down but not fully locked.~~

2. U/c Failure

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SECONDARY OR CONTRIBUTORY FACTORS:

32. U/c defect.

ACTION TAKEN:

3 5

NIL