

ACCIDENT CLASSIFICATION

UNIT 13 S.F.T.S. St. Hubert	COM. 3	PLACE MA..	DATE 18-8-43	TIME 1205
A/C TYPE HARVARD II		NO. 3281	CRASH CAT. NCN	H.Q. FILE 1100-32-51
		S.E. X	M.E.	DAY X
				NIGHT

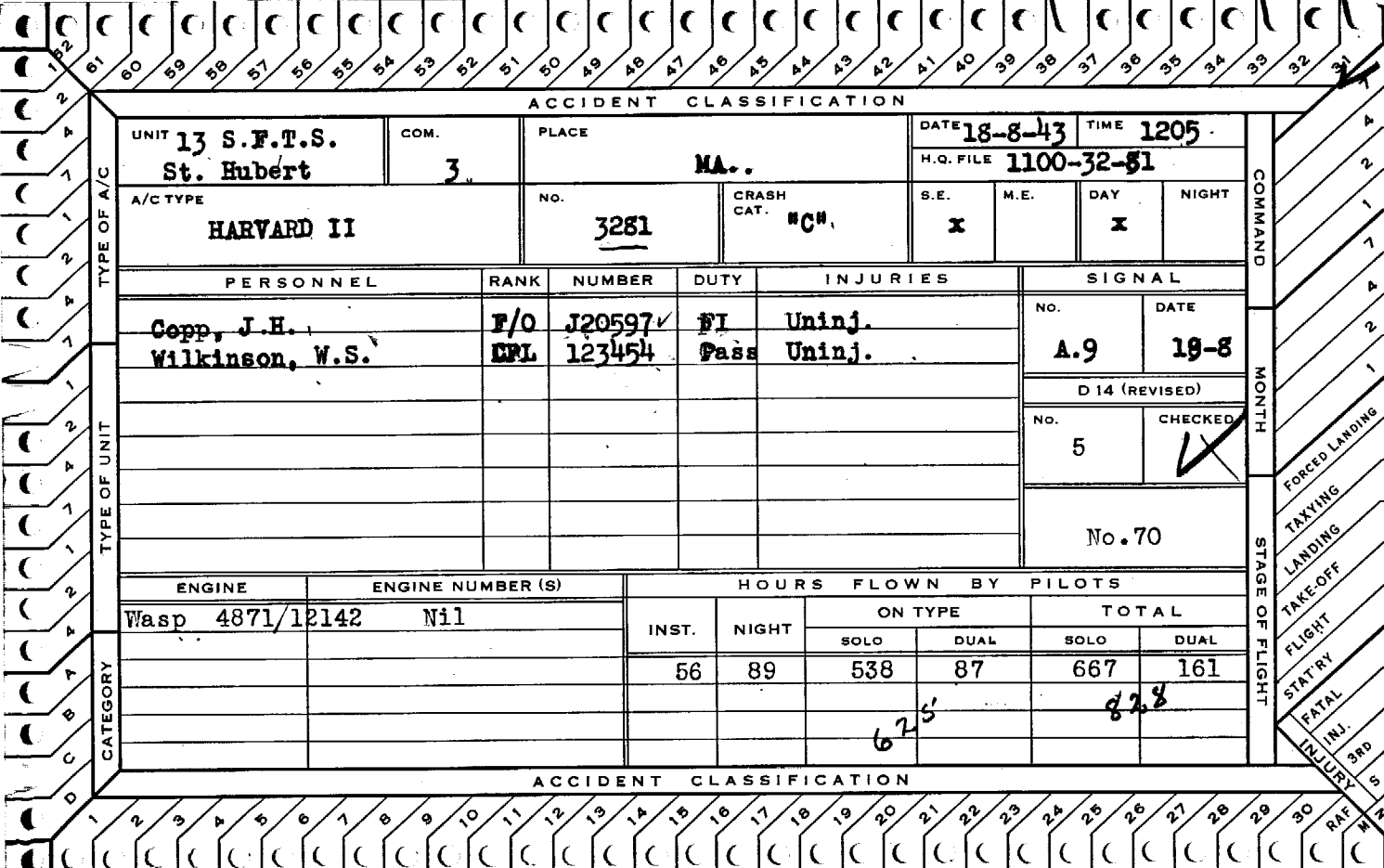
PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Copp, J.H.	F/O	J20597	PI	Uninj.	NO.	DATE
Wilkinson, W.S.	EPL	123454	Pass	Uninj.	A.9	19-8
					D 14 (REVISED)	
					NO.	CHECKED
					5	<input checked="" type="checkbox"/>
					No. 70	

ENGINE	ENGINE NUMBER(S)	HOURS FLOWN BY PILOTS					
Wasp 4871/12142	Nil	INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
		56	89	538	87	667	161
				625		828	

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
INJURY 3RD
INJURY 5



PURPOSE OF FLIGHT:

Airframe test.

TECHNICAL OFFICER'S REPORT:

It was found that port u/c locking pin would not release to locked position by tension of spring alone. Reason for stiffness was that dirt had collected sufficiently in grease surrounding locking pin and acted as restrainer for freedom of action.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

NATURE OF ACCIDENT:

Pilot lowered u/c on down wind leg of circuit, then throttled back to test horn, horn did not blow. Pilot was unable to state whether port u/c warning light was red or green, but thought it was green. He made his approach and landing. After touching down the warning horn sounded and port oleo leg gradually collapsed and A/C ground looped.

LUC/PCDUN/UCDL/UM ✓

CLASSIFICATION:

~~33. Technical defects.~~

2. *Mc Failure*

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SECONDARY OR CONTRIBUTORY FACTORS:

~~35. *Mc Defect*~~

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

38. Ground loop.

~~24. Carelessness.~~

ACTION TAKEN:

Pilot logged and Log Book endorsed for carelessness. Personally admonished and given extra duties.

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