

ACCIDENT CLASSIFICATION

UNIT 9 S.F.T.S. Centralia	COM. 1	PLACE M.A.	DATE 2+10-43	TIME 1130
A/C TYPE ANSON II		NO. 8209	CRASH CAT. "C"7	H.Q. FILE 1100-82-9
S.E.	M.E.	DAY	NIGHT	
	x	x		

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Nealony, J.A.	F/O	J20600	FI	Uninj.	NO.	DATE
Cullen, K.F.D.	GB LAC	1601956	PP	Uninj.	A.264	2-10
Hanover, L.F.	LAC	R186342	Pass	Uninj.	D 14 (REVISED)	
					NO.	CHECKED
						<input checked="" type="checkbox"/>
					#4	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
L6MB	P26131 10835 S19724 25831	68	75	656	11	809	160
		4	4	5	16	65	91
		16	5	17	18	43	57

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

- FORCED LANDING ()
- TAXIING ()
- LANDING ()
- TAKE-OFF ()
- FLIGHT ()
- STATRY ()
- FATAL ()
- INJ ()
- INJURY ()

Grid of circles for classification marking, numbered 1 through 31 on the top and bottom edges.

PURPOSE OF FLIGHT:

Seq. 19

NATURE OF ACCIDENT:

When undercarriage was lowered port side failed to lock. Pilot used emergency methods without success. All U/C indicators were working. Port U/C collapsed on landing and ground-looped causing minor damage to aircraft.

TECHNICAL OFFICER'S REPORT:

Port undercarriage failed to lock down, probably caused by a previous unreported heavy landing, which strained the undercarriage.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

LCI/19

CLASSIFICATION:

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

U/C FAILURE

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SECONDARY OR CONTRIBUTORY FACTORS:

~~33. Technical defect.~~

U/C DEFECT.

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ACTION TAKEN:

Nil