

ACCIDENT CLASSIFICATION

UNIT 34 O.T.U. Pennfield Ridge		COM. EAC	PLACE M.A.		DATE 17-12-43	TIME 1745 GMT			
A/C TYPE BOLINGBROKE IV		NO. 9177	CRASH CAT. nB		H.Q. FILE 1100-91-77	S.E.	M.E. X	DAY E	NIGHT
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
Williams, R.L.		GB	F/S	1388802	P	Uninj.		NO.	DATE
Ward, J.		GB	LAC	939430	Pass.	Uninj.		A463	18-12
								D 14 (REVISED)	
								NO. 5	CHECKED 4
								#6	
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Mercury XX		12789/s62576 slightly 12738/s51057		INST.	NIGHT	ON TYPE		TOTAL	
						SOLO	DUAL	SOLO	DUAL
				31	27	14	1	638	135

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAYING
LANDING
TAKE-OFF
FLIGHT
STARTRY
FATAL
INJ
3RD
INJURY
S
M

TYPE OF A/C

TYPE OF UNIT

CATEGORY

Grid of 31 numbered columns (61-31) and 7 lettered rows (A-G) for data entry.

PURPOSE OF FLIGHT:

Day training flight.

NATURE OF ACCIDENT:

Port oleo collapsed on opening up to take-off. A/C had only travelled 75 yds. A/C swung to port, causing stbd also to collapse.

CLASSIFICATION:

~~33. Technical defect.~~

16

16. Other

SECONDARY OR CONTRIBUTORY FACTORS:

~~35~~ u/c defect

35

TECHNICAL OFFICER'S REPORT:

Nil

auc / ... / ... DO

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2238

CAUSE

Pilot error in having cockpit u/c control lever in "up" position while taxiing out and taking off.

Remarks of Unit C.O.

This accident would appear to be due to faulty cockpit check on part of pilot, i.e., he failed to ensure that u/c control lever was "down" before taxiing out.

CONCLUSIONS OF A.I.B.

Agree with findings.

ACTION TAKEN:

Log book endorsed "Carelessness".