

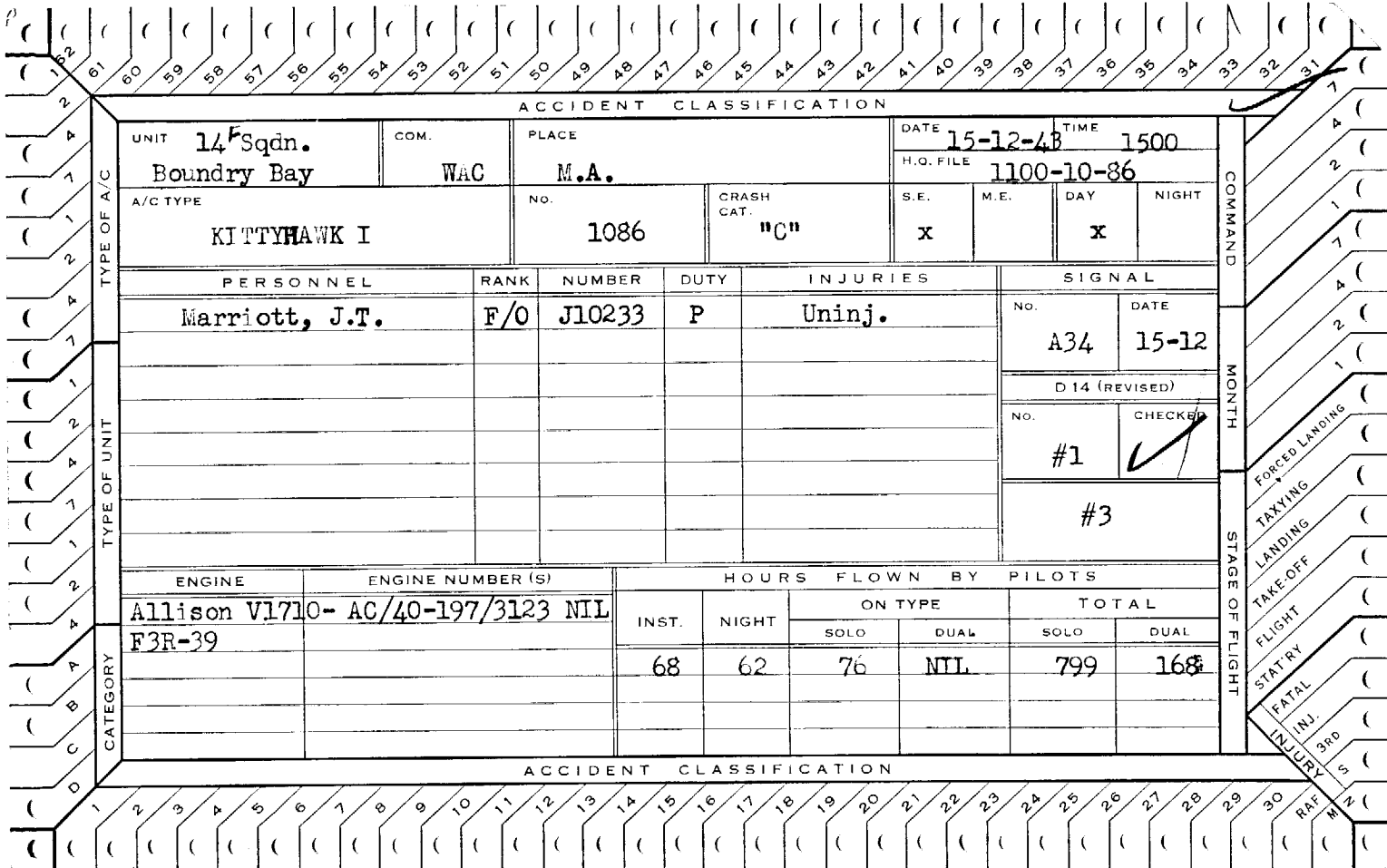
ACCIDENT CLASSIFICATION

UNIT 14^FSqdn.		COM. WAC	PLACE M.A.		DATE 15-12-48	TIME 1500			
BOUNDARY Bay					H.O. FILE 1100-10-86				
A/C TYPE KITTYHAWK I		NO. 1086		CRASH CAT. "C"	S.E. X	M.E.	DAY X NIGHT		
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
Marriott, J.T.		F/O	J10233	P	Uninj.		No. A34 DATE 15-12		
							D 14 (REVISED)		
							No. #1 CHECKED <input checked="" type="checkbox"/>		
							#3		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Allison V1710- AC/40-197/3123 NIL						ON TYPE		TOTAL	
F3R-39				INST.	NIGHT	SOLO	DUAL	SOLO	DUAL
				68	62	76	NIL	799	168

COMMAND
MONTH
STAGE OF FLIGHT

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

ACCIDENT CLASSIFICATION



PURPOSE OF FLIGHT:

Training Local.

NATURE OF ACCIDENT:

I had recieved permission to land & selected down position for U/C. When I pressed pressure tit a stream of hydraulic fluid in form of mist entered cockpit, getting in my eyes, and made it difficult to breathe. I openeed coopto and put on gogles, but as could hardly see, and could not get wheels all the way down, I retracted them completely, and landed wheels up.

CLASSIFICATION:

~~33. Technical defect.~~

18. Misc. Technical

SECONDARY OR CONTRIBUTORY FACTORS:

~~34. Wheels up landing.~~

40 Other

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TECHNICAL OFFICER'S REPORT:

Break in h draulic line at point where line is bent over and soldered resulted in leak in hydraulic fluid, making it impossible for pilot to lower u/c.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

2 u/c

ACTION TAKEN:

NIL.