

ACCIDENT CLASSIFICATION

| | | | | |
|-----------------------------------------|------------------|----------------------|---------------------------|---------------------------------|
| UNIT 1 B.G.S. JARVIS, ONT | COM. 1 | PLACE M.A. | DATE 16-1-44 | TIME 0945 |
| A/C TYPE BOLINGBROKE IVT | | NO. 10038 | CRASH CAT. "D"4 | H.O. FILE 1100-100-38 |
| | | S.E. | M.E. | DAY |
| | | | x | x |
| | | NIGHT | | |

| PERSONNEL | RANK | NUMBER | DUTY | INJURIES | SIGNAL |
|--------------|------|-------------|------|----------|----------------|
| RADER, R.W. | WO | R137476 | P | Uninj. | NO. DATE |
| NICOLS, J.A. | P/O | J37752 | | Uninj. | A.164 16-1 |
| DAY, K.S. | GB | LAC 1813411 | PP | Uninj. | D 14 (REVISED) |
| DONALD, J. | GB | LAC 1560694 | PP | Uninj. | NO. CHECKED |
| DOWNET, H.T. | GB | LAC 1672811 | PP | Uninj. | 2 X |
| | | | | | #7 |

| ENGINE | ENGINE NUMBER (S) | | HOURS FLOWN BY PILOTS | | | | | | |
|--------|-------------------|------------------------------|-----------------------|-------|-------|---------|------|-------|------|
| | Mercury XX | 20944/101075 20945/100403 | Nil Nil | INST. | NIGHT | ON TYPE | | TOTAL | |
| | | | | | | SOLO | DUAL | SOLO | DUAL |
| | | | 39 | 31 | 310 | 4 | 716 | 134 | |

ACCIDENT CLASSIFICATION

COMMAND
 MONTH
 STAGE OF FLIGHT

FORCED LANDING
 TAXIING
 LANDING
 TAKE OFF
 FLIGHT
 STATRY
 FATAL
 INJ
 INJURY

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62
 TYPE OF A/C
 TYPE OF UNIT
 CATEGORY
 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62
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PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Gunnery exercise.

Nil

NATURE OF ACCIDENT:

After landing and before turning off runway stbd u/c collapsed.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~6. U/C drill on landing run.~~

7. Other

7

SECONDARY OR CONTRIBUTORY FACTORS:

~~32. Pilot error.~~

33. U/c drill - 33 ground.

ACTION TAKEN:

C.A.P. 100 Sec.4 30 (a)