

ACCIDENT CLASSIFICATION

|                              |  |                    |                          |            |                                |                      |  |
|------------------------------|--|--------------------|--------------------------|------------|--------------------------------|----------------------|--|
| UNIT<br><b>34 O.T.U.</b>     |  | COM.<br><b>EAC</b> | PLACE<br><b>M.A.</b>     |            | DATE<br><b>9 Jan.</b>          | TIME<br><b>14:45</b> |  |
| A/C TYPE<br><b>VENTURA I</b> |  | No.<br><b>676</b>  | CRASH CAT.<br><b>"C"</b> |            | H.Q. FILE<br><b>1300-AE676</b> |                      |  |
| PERSONNEL                    |  | RANK               | NUMBER                   | DUTY       | INJURIES                       |                      | SIGNAL                                       |
| <b>DYOS, J.H.R.</b>          |  | <b>GB SGT</b>      | <b>1804705</b>           | <b>Pp</b>  | <b>Uninj.</b>                  |                      | No. DATE                                     |
| <b>ENDACOTT, J.A.</b>        |  | <b>SGT</b>         | <b>R170686</b>           | <b>WAG</b> | <b>Uninj.</b>                  |                      | <b>A692 10-1-44</b>                          |
|                              |  |                    |                          |            |                                |                      | D 14 (REVISED)                               |
|                              |  |                    |                          |            |                                |                      | No. CHECKED                                  |
|                              |  |                    |                          |            |                                |                      | <b>3</b> <input checked="" type="checkbox"/> |
|                              |  |                    |                          |            |                                |                      | <b>#3</b>                                    |

|              |                  |                    |            |                       |           |          |          |           |            |
|--------------|------------------|--------------------|------------|-----------------------|-----------|----------|----------|-----------|------------|
| CATEGORY     | ENGINE           | ENGINE NUMBER (S)  |            | HOURS FLOWN BY PILOTS |           |          |          |           |            |
|              | <b>P &amp; W</b> | <b>A199027/454</b> | <b>Nil</b> | INST.                 | NIGHT     | ON TYPE  |          | TOTAL     |            |
|              | <b>D Wasp</b>    | <b>A199029/456</b> | <b>Nil</b> |                       |           | SOLO     | DUAL     | SOLO      | DUAL       |
| <b>R2800</b> |                  |                    |            | <b>30</b>             | <b>20</b> | <b>5</b> | <b>7</b> | <b>83</b> | <b>132</b> |
| <b>SLA4G</b> |                  |                    |            |                       |           |          |          |           |            |

ACCIDENT CLASSIFICATION

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 RAF M 4

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING  
LAXING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJURY

32 31 7 4 2 1 7 4 2 1

30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4

PURPOSE OF FLIGHT:

Training flight.

TECHNICAL OFFICER'S REPORT:

Nil

LUG/PCDUM/UGDL

NATURE OF ACCIDENT:

Tail oleo collapsed shortly after  
a/c touched down on runway.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Possible contributory factor, pilot did not allow  
sufficient time for tail oleo leg to lock.

CLASSIFICATION:

~~31. U/C down but not fully locked.~~

5

2. U/c failure.

SECONDARY OR CONTRIBUTORY FACTORS:

~~33. Technical defect.~~

ACTION TAKEN:

32. U/c defect.

Nil

35