

ACCIDENT CLASSIFICATION

UNIT 32 O.T.U. Patricia Bay		COM. W	PLACE Patricia Bay		DATE 26-2-44	TIME 1105	
A/C TYPE DAKOTA III		NO. FZ581		CRASH CAT. "A"	S.E.	M.E. X	DAY X NIGHT
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL
SPINKS, D.R.		F/O	151959	P	slightly Inj.		NO. DATE
GWINNELL, D.O.A.		SGT	1542488	2nd P	" Inj.		A303 26:2
							D 14 (REVISED)
							NO. CHECKED
							#1 CR 1/2 2/2
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS			
P & W TWIN WASP		CP350839		ON TYPE		TOTAL	
		CP350830		INST.	NIGHT	SOLO	DUAL
				54	76	7	4
				51	111	-	3
						630	152
						728	168

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

4
2
1
4
2
1
FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STAT BR
FATAL
INJ
3rd
5
RAJ
M

61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31
6 5 4 3 2 1
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

PURPOSE OF FLIGHT:

Local flying. Circuits and landings.

TECHNICAL OFFICER'S REPORT: DOC/ACC/PSFOM/UDH/

Suspected failure of U/C hydraulic selector Valve spraying Hydro fluid (under high pressure) into cockpit, overcoming pilots. XFM

NATURE OF ACCIDENT:

Pilot had completed two circuits and landings. Immediately after taking off for third circuit, when at a height of about 300' fluid was thrown over the windscreen and instruments under considerable pressure. Pilot also received some of the fluid on his face. This caused the pilot to lose control; the a/c lost height and landed in sea.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2305

CAUSE: Faulty assemblage of u/c selector valve causing a leak under high pressure.
Recommendations : All u/c selector valves in Dakota III a/c be inspected to ensure that the gland retaining washer is properly installed.

Remarks of Unit C.O. : Am of opinion that had crew been experienced in ditching accident would not have occurred. Pilot should not have looked around during first stages of having become airborne. He should have made certain of remaining at safe altitude and safeguarding a/c and occupants. If necessary could have crash landed at drome. Proceedings had been explained to pilot. Faulty assemblage of u/c

CLASSIFICATION:

~~S. Technical defect.~~
B. Misc. Technical

SECONDARY OR CONTRIBUTORY FACTORS:

35 U/c defect.

ACTION TAKEN: selector valve not carried by this Unit. Error made some time before a/c was delivered.
NIL

CONCLUSIONS OF A.I.B. Agree.