

ACCIDENT CLASSIFICATION

UNIT **6 S.F.T.S. Dunnville** COM. **1** PLACE **M.A.** DATE **22-3-44** TIME **1130**
 H.O. FILE **1300-FE845**

A/C TYPE **HARVARD IIB** No. **FE845** CRASH CAT. **"D"2** S.E. **X** M.E. DAY **X** NIGHT

PERSONNEL RANK NUMBER DUTY INJURIES SIGNAL

ARNOLD, E.B. F/O **J24568** FI **Uninj.** No. **A.3017** DATE **22-3**

DUNN, B. LAC **R195871** PP **Uninj.** No. **6** CHECKED.

D 14 (REVISED)
 No. **6** CHECKED.

#45
 #46

ENGINE ENGINE NUMBER (S) HOURS FLOWN BY PILOTS

Wasp R1340ANL 42-1178/21103 serious ON TYPE TOTAL

INST.	NIGHT	ON TYPE		TOTAL		
		SOLO	DUAL	SOLO	DUAL	
60	74	69	133	672	194	
36	20	58	89	86	124	
				147	210	

ACCIDENT CLASSIFICATION

COMMAND
 MONTH
 STAGE OF FLIGHT

FORCED LANDING
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD
 INJURY
 5

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

) Armament exercise.
) Landing at time of accident.

) Inspection of port down-lock mechanism revealed presence of metal particles between latch-pin and housing, which had jammed pin tightly in retracted position.

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

) At completion of arm ment exercise pilot returned to aerodrome and was unable to lock u/c in down position. Emergency methods were applied without success. Normal landing was carried out and as a/c slowed down, the port oleo collapsed.

FINDINGS:

SUMMARY No.

LUC/UM ✓

CLASSIFICATION:

) 34. Wheels up landing.

(5)

SECONDARY OR CONTRIBUTORY FACTORS:

) 33. Technical defect.

(35)

ACTION TAKEN:

NIL