

ACCIDENT CLASSIFICATION

UNIT 2 B.G.S. Mossbank	COM. 4	PLACE M.A.	DATE 12-4-44	TIME 1210
A/C TYPE BOLINGBROKE IVY			H.Q. FILE 1100-101-56	
No. 10156		CRASH CAT. "B"	S.E.	M.E. X
			DAY X	NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
KEEN, L.N.	F/B	AUS425096	P	Uninj.	No.	DATE
GIBSON, J.W.	LAC	AUS432633	AG	Uninj.	A.2	12-4
MCKINNON, J.S.	LAC	AUS60731	AG	Uninj.	D 14 (REVISED)	
MILLER, L.L.G.	LAC	AUS60126	AG	Uninj.	No.	CHECKED
					1	
					#10	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Mercury XX	12241/50059 N 12325/53371	40	63	65	3	600	152

TYPE OF A/C
TYPE OF UNIT
CATEGORY

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJURY

RAF M

PURPOSE OF FLIGHT:

Routine gunnery exercise.

NATURE OF ACCIDENT:

Pilot landed with wheels retracted.
Emergency blow down didn't function.

TECHNICAL OFFICER'S REPORT:

LUC/UDH

Pipe (Chicago metal hose) high pressure line from hydraulic pump to relief valve failed. Blow down system had not been pulled hard enough to operate.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

REMARKS OF I.O.

In the opinion of the I.O. the pilot handled the a/c in an efficient manner, except for the fact that through inexperience he did not apply sufficient force when attempting to pull the emergency blowdown handle. Otherwise a normal landing would probably have been made.

All maintenance instructions have been strictly adhered to.

CLASSIFICATION:

~~33. Technical defect.~~

18 Misc. Technical

SECONDARY OR CONTRIBUTORY FACTORS:

~~35. Cross winds and gusts.~~

35 left Defect

ACTION TAKEN:

NIL