

ACCIDENT CLASSIFICATION

UNIT <b>2 W.S. Calgary</b>	COM. <b>4</b>	PLACE <b>Shepard</b>	DATE <b>17-4-44</b>	TIME <b>1315</b>
A/C TYPE <b>HARVARD II</b>		NO. <b>AJ970</b>	CRASH CAT. <b>"D"</b>	H.Q. FILE <b>1300-AJ970</b>
PERSONNEL		RANK	NUMBER	DUTY
<b>CARTER, M.A.</b>		<b>SGT</b>	<b>R183757</b>	<b>P</b>
<b>WHI THAM, M.M.</b>		<b>LAC</b>	<b>R262566</b>	<b>WO</b>
INJURIES		SIGNAL		
<b>Uninj.</b>		NO.	DATE	
<b>Uninj.</b>		<b>A147</b>	<b>17-4</b>	
D 14 (REVISED)				
NO.		CHECKED		
<b>4</b>		<b>#70</b>		

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
<b>P &amp; W Wasp S3HI</b>	<b>4839/12110</b>	serious	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
		<b>53</b>	<b>24</b>	<b>120</b>	<b>110</b>	<b>450</b>	<b>200</b>

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXIING

LANDING

TAKE-OFF

FLIGHT

STAT BY

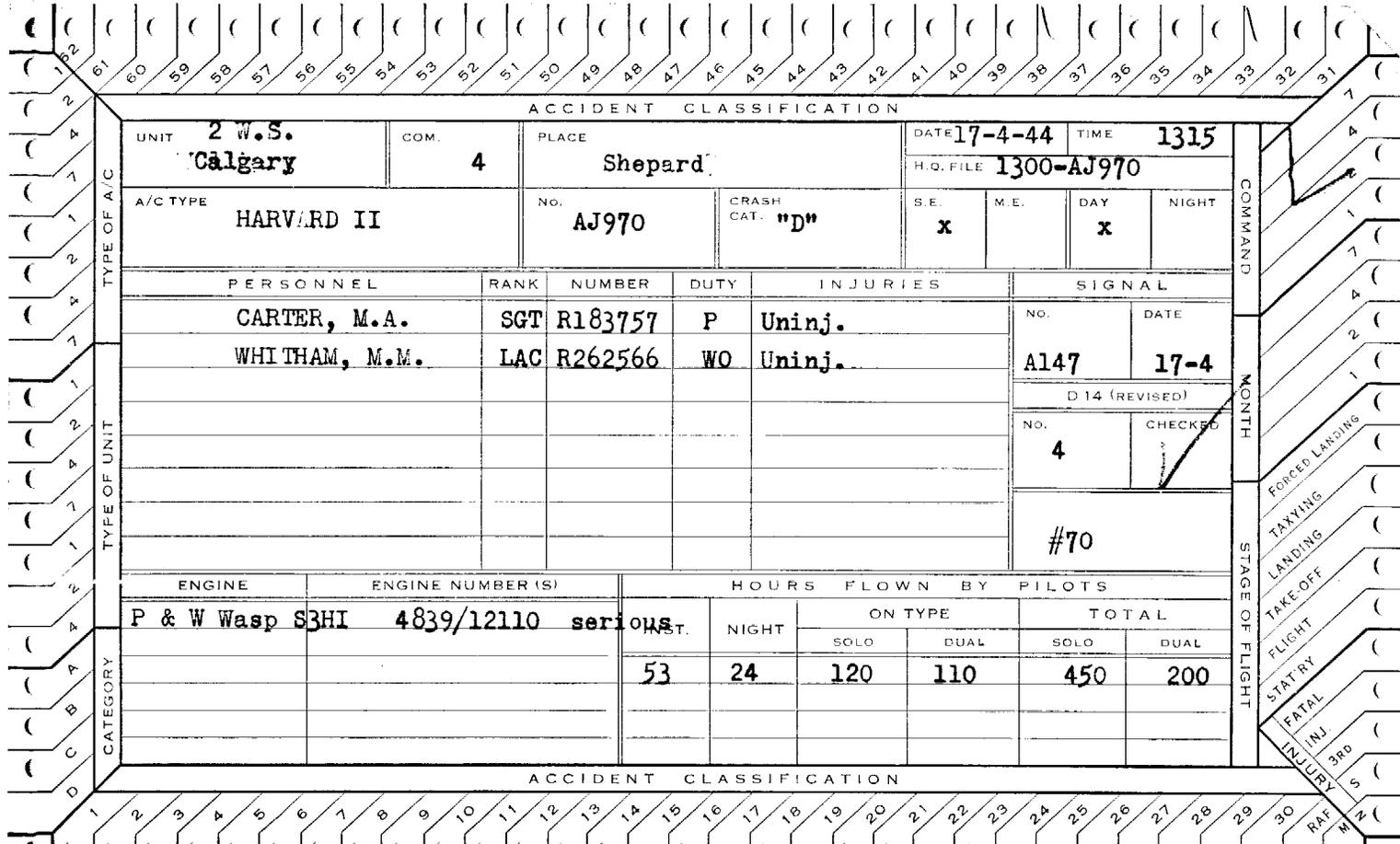
FATAL

INJ

INJURY

3RD

5



PURPOSE OF FLIGHT:

W/T training ex.

NATURE OF ACCIDENT:

Port oleo leg folded up after completing landing run, causing a/c to ground-loop and nose over.

TECHNICAL OFFICER'S REPORT:

Locking pin would not slide into lock position due to presence of flat rivet head 3/16" diameter by 3/64" which prevented the lug on oleo leg from making snug fit in slot of lock fitting.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~33. Technical defect.~~

5. *M/G Failure*

SECONDARY OR CONTRIBUTORY FACTORS:

~~38. Ground loop.~~

ACTION TAKEN:

NIL