ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME
31 S.F.T.S. Kingston	3	M.A.	22-5-44	1545

H.Q. FILE 1300-AJ647

A/C TYPE	NO.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
HARVARD II	AJ647	"B"	x		x	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
MACKENZIE , D.B.	ALA	SANF 330496	PP	Uninj.

SIGNAL: NO. C110 DATE 22-5

D 14 (REVISED) NO. 6 CHECKED

#67

ENGINE	ENGINE NUMBER (S)
Wasp S3HI	9592/4722 Nil

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE SOLO	ON TYPE DUAL	TOTAL SOLO	TOTAL DUAL
21	17	41	54	61	85
					146

TYPE OF A/C

TYPE OF UNIT

CATEGORY A B C D

COMMAND

MONTH

STAGE OF FLIGHT: FORCED LANDING, TAXYING, LANDING, TAKE-OFF, FLIGHT, STATY

INJURY: FATAL, INJ., 3RD, S

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Advanced deflection Practice.

NATURE OF ACCIDENT:

After completing an advanced deflection practice, pilot returned to aerodrome and joined the circuit on reaching the downwind leg pilot endeavoured to let u/c down but found he was unable to move the selector lever. Tried all emergency methods of letting down the u/c, and when all these failed, came in and landed with wheels up.

CLASSIFICATION:

~~34. Wheels up landing.~~

17 Forced Landing

SECONDARY OR CONTRIBUTORY FACTORS:

~~33. Technical defect.~~

34. U/C Strain 34

TECHNICAL OFFICER'S REPORT:

LUC/UDLV

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS: SUMMARY No.

Investigation revealed that the locking pin on the axle end of the stbd oleo leg had ridden up on and jammed against the face of the upward locking latch. This could only have occurred as a result of the oleo leg sticking in the compressed position on take-off. The complete system worked perfectly after freeing. Presumable vibration in flight tended to free leg in its gland and the pressure caused the locking pin to bite into the locking plate and thus it resisted the pilot's efforts to select "Down".

ACTION TAKEN:

NIL

R.C.A.F. L 20 (REVISED)
7M-4-43 (3202) K. P. 5051
H. Q. 885-L 20

C. C. LTD. 7084-43