

62 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

ACCIDENT CLASSIFICATION

UNIT # 32 S.F.T.S.	COM. 4	PLACE M.A.			DATE 29-5-44	TIME 1500	
					H.Q. FILE 1300-BM749		
A/C TYPE OXFORD II	No. BM749	CRASH CAT. "D"	S.E.	M.E. X	DAY X	NIGHT	
PERSONNEL	RANK	NUMBER	DUTY	INJURIES		SIGNAL	
Davies, A.I.	LAC	1833691	PP	Nil		NO. A559	
						DATE 30-5	
						D 14 (REVISED)	
						NO. CHECKED	
						# 15	
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				
Cheetah	RC664/A159785 AS40792/A178611		INST.	NIGHT	ON TYPE		TOTAL
			12	4	SOLO 8	DUAL 17	SOLO 40
							DUAL 70

COMMAND
MONTH
STAGE OF FLIGHT

7
4
2
1
7
4
2
1
FORCED LANDING
TAXYING
LANDING
TAKEOFF
FLIGHT
STATRY
FATAL
INJ. 1st
INJ. 2RD
INJ. 3RD
M X

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 RAF M X

ACCIDENT CLASSIFICATION

TYPE OF A/C
TYPE OF UNIT
CATEGORY

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Routine training flight.

LUC/UDL

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

PP observed that the Stbd u/c was not in locked down position. He complied with all orders laid down, in attempting to lower the the stbd u/c but these proved of no avail. He carried out a wheels up landing clear of the runway in use.

FINDINGS:

SUMMARY No.

On retraction test the stbd u/c failed to lock down dismantling of the lock revealed that the locking plunger was scored and had burned its housing in the sliding fork, these burrs preventing it obtaining full travel to the locked position. Locking plunger found to be very slightly bent, probably as a result of a heavy landing at some time, and repeated retractions of the u/c with a heavy landing at some time, and repeated retractions of the u/c with the plunger bearing on the sliding fork gradually raised the burrs.

CLASSIFICATION:

~~33. Technical defect.~~

18. Misc Technical

SECONDARY OR CONTRIBUTORY FACTORS:

~~34. Wheels up landing.~~

ACTION TAKEN:

NIL