

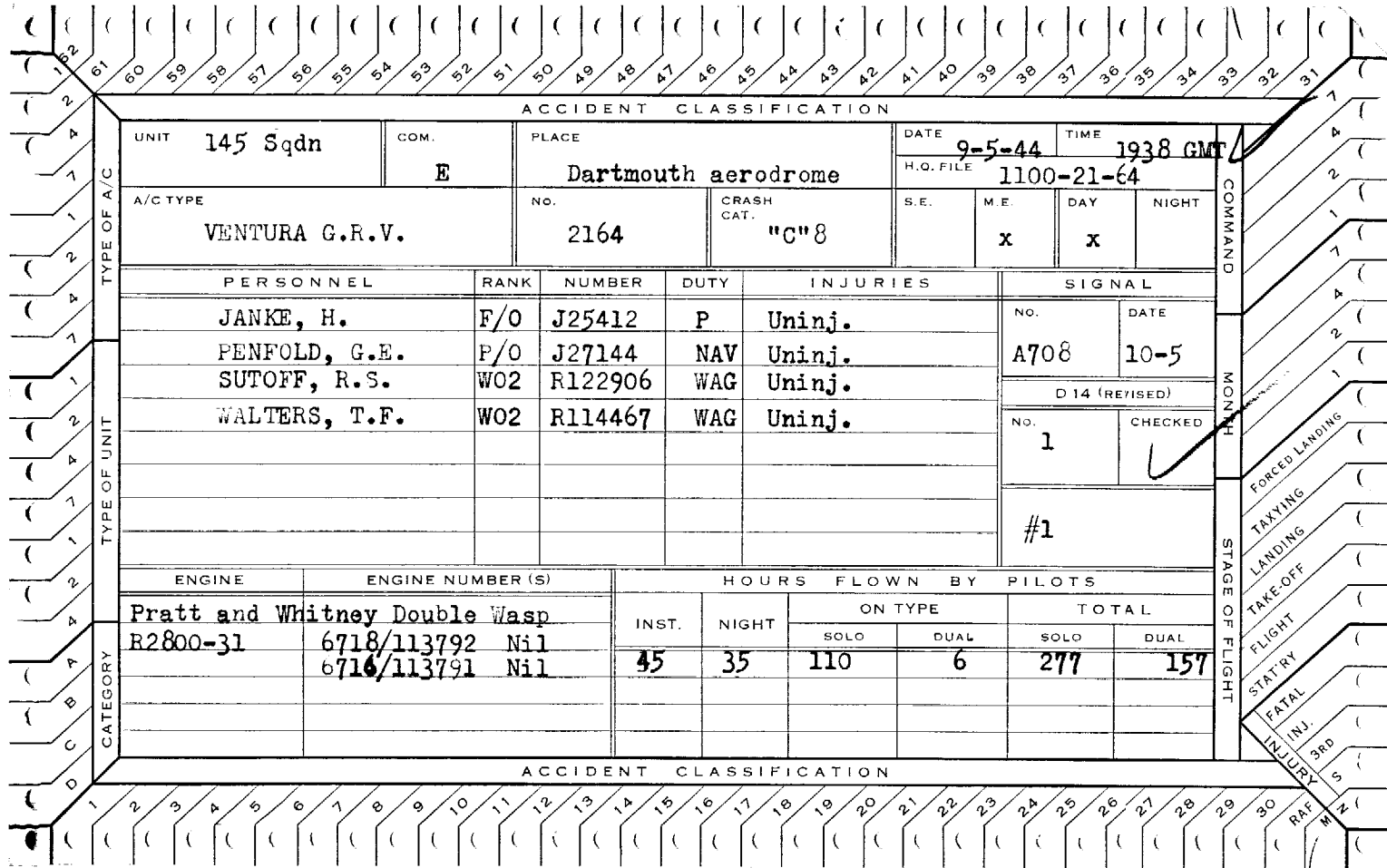
ACCIDENT CLASSIFICATION

UNIT 145 Sqn		COM. E	PLACE Dartmouth aerodrome		DATE 9-5-44	TIME 1938 GMT			
A/C TYPE VENTURA G.R.V.		NO. 2164	CRASH CAT. "C"8		H.O. FILE 1100-21-64	S.E.	M.E.	DAY	NIGHT
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
JANKE, H.		F/O	J25412	P	Uninj.		NO.	DATE	
PENFOLD, G.E.		F/O	J27144	NAV	Uninj.		A708	10-5	
SUTOFF, R.S.		WO2	R122906	WAG	Uninj.		D 14 (REVISED)		
WALTERS, T.F.		WO2	R114467	WAG	Uninj.		NO.	CHECKED	
							1	<input checked="" type="checkbox"/>	
							#1		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Pratt and Whitney Double Wasp				ON TYPE		TOTAL			
R2800-31		6718/113792	Nil	INST.	NIGHT	SOLO	DUAL	SOLO	DUAL
		6716/113791	Nil	45	35	110	6	277	157

ACCIDENT CLASSIFICATION

TYPE OF A/C  
TYPE OF UNIT  
CATEGORY  
COMMAND  
MONTH  
STAGE OF FLIGHT

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



PURPOSE OF FLIGHT:

Compass swing.

TECHNICAL OFFICER'S REPORT: *LUC/UTWF*

*LUC/UTWF*

NATURE OF ACCIDENT:

Tail wheel collapsed on landing run.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

When tail wheel tested on ground, it would not lock in down position due to cracked tail wheel pivot casting. It cannot be determined whether broken casting made it impossible for tail wheel to be locked down in air or whether the fact that the tail wheel was not locked down caused the casting to crack on landing. Tail wheel warning horn circuit switch was not operating properly.

CLASSIFICATION:

~~33. Technical defect.~~

*7 others*

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

NIL