

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 8-7-44	TIME 1000
A/C TYPE OXFORD II		NO. AS701	H.Q. FILE 1300-AS701	
		CRASH CAT. "D"	S.E.	M.E. x
			DAY	NIGHT x

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Hagel, H.	Sgt	1546916	F.I.	Nil	NO. A715	DATE 8-7
Adams, C.	LAC	1569114	P.P.	Nil	D 14 (REVISED)	
					NO. 3	CHECKED
					# 6	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Chaatah	RC508/A159129 Nil	60	70	100	500	170	550
	AS40926/A178845 Nil	29	26	105	55	146	92

FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJ  
INJURY 3ro

ACCIDENT CLASSIFICATION

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

PURPOSE OF FLIGHT:

Routine dual instruction.

NATURE OF ACCIDENT:

On returning from cross country the pilot was <sup>UN</sup>able to lock the stbd u/c. The emergency system was tried without result and a dummy approach, bouncing the wheels on the runway, confirmed that the leg was unlocked. Pilot made wheels up landing on the grass after notifying the control tower.

CLASSIFICATION:

5. U/C failure.

SECONDARY OR CONTRIBUTORY FACTORS:

5b. U/C Defect.

TECHNICAL OFFICER'S REPORT:

Stbd u/c would not lock down, but no technical defect could be found which would fit all the circumstances as reported.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

LUC/UDM

ACTION TAKEN:

Nil.