

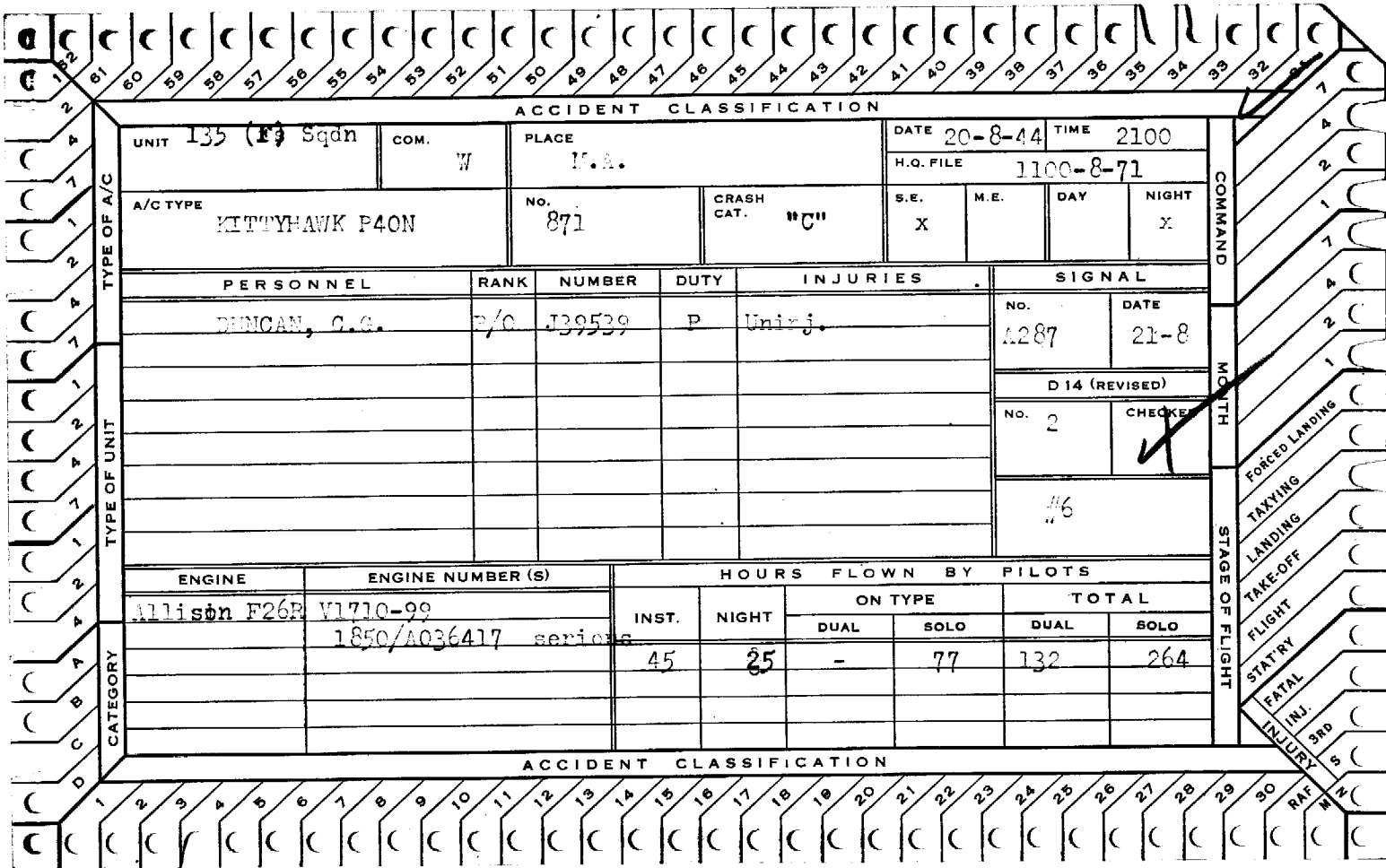
ACCIDENT CLASSIFICATION

UNIT 135 (13) Sqdn		COM. W	PLACE U.S.A.		DATE 20-8-44	TIME 2100		
A/C TYPE KITTYHAWK P40N		No. 871	CRASH CAT. 00	S.E. X	M.E.	DAY	NIGHT X	
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL	
DUNCAN, C.G.		P/O	139539	P	Uninj.		No. 4287 DATE 21-8	
							D 14 (REVISED)	
							No. 2 CHECKED	
							#6	
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Allison F26B	V1710-99		ON TYPE		TOTAL			
	1850/A036417 series		INST.	NIGHT	DUAL	SOLO	DUAL	SOLO
			45	25	-	77	132	264

COMMAND
MONTH
STAGE OF FLIGHT

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

ACCIDENT CLASSIFICATION



PURPOSE OF FLIGHT:

Dusk patrol.

TECHNICAL OFFICER'S REPORT:

NIL

LH/PSHH/USH/XM

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

On landing, Red 2 got caught in leader's slipstream just as he was about to touch down, causing a/c to land heavily on stbd wheel. Pilot immediately opened his throttle and went round again. The heavy landing caused damage to retracting links of stbd wheel u/c system which made it impossible for the pilot to fully retract his stbd wheel. Pilot attempted to lower his u/c again but the control tower informed him that his stbd wheel was still not down so he raised /

his u/c and made a successful "wheels up" landing on aerodrome, causing damage to propellor and engine and slight damage to airframe.

CLASSIFICATION:

4. Heavy.

SECONDARY OR CONTRIBUTORY FACTORS:

34. U/C strain.

ACTION TAKEN:

NIL