

ACCIDENT CLASSIFICATION

UNIT 10 S.F.T.S. Dauphin	COM. 2	PLACE M.A.	DATE 22-9-44	TIME 1930
A/C TYPE CRANE IA		NO. FJ262	CRASH CAT. "D"	H.Q. FILE 1300-FJ262
		S.E.	M.E. X	DAY X
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
HUNTER, W.J.	F/O	J22268	FI	Uninj.	NO.	DATE
HUNTER, J.D.	P/O	J44425	PASS	Uninj.	D 14 (REVISED)	
MURRAY, E	GB	CPL	993583	PP	NO.	CHECKED
					#5	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Jacobs LAMB	8782/11956 Nil	89	93	92	1030	162	1169
	36579/16021 Nil						
		47	19	113	62	170	94

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COMMAND	1	2	3	4	5	6	7
	1	2	3	4	5	6	7
MONTH	1	2	3	4	5	6	7
	1	2	3	4	5	6	7
STAGE OF FLIGHT	FORCED LANDING						
	TAXYING						
	LANDING						
	TAKE-OFF						
	FLIGHT						
INJURY	FATAL						
	INJ.						
	3RD						

PURPOSE OF FLIGHT:

Cross country flight.

TECHNICAL OFFICER'S REPORT:

LS/PSS/USS

NATURE OF ACCIDENT:

Pilot approaching to land after a cross country flight. Pilot made a normal 3 point landing in very slight cross wing (5 m.p.h.) A/C started to swing to stbd, pilot was unable to correct and the a/c ground looped.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY NO.

Ground loop resulting in failure of port u/c assembly and truss and stbd wheel. Brakes were tested on port wheel. They were spongy but system was operative. Leaks were present along the brake line probably caused by accident. The quantity of brake fluid was normal. Tail wheel lock was not operating as the pin would not drop down far enough to lock the tail wheel. This was due to the spring being very weak.

CLASSIFICATION:

2. Swung.

SECONDARY OR CONTRIBUTORY FACTORS:

34. U/C strain

ACTION TAKEN:

Investigation