

ACCIDENT CLASSIFICATION

UNIT <b>10 SFTS</b>	COM <b>2</b>	PLACE <b>M.A.,</b>	DATE <b>18-11-44</b>	TIME <b>145</b>
A/C TYPE <b>HARVARD IIB</b>		No. <b>FE636</b>	CRASH CAT. <b>"D"</b>	H.Q. FILE <b>300 - FE 636</b>
PERSONNEL		RANK	NUMBER	DUTY
<b>GENGE, G.A.,</b>		<b>F/O</b>	<b>J28302</b>	<b>F.I. Uninj.</b>

PERSONNEL		RANK	NUMBER	DUTY	INJURIES	SIGNAL	
<b>GENGE, G.A.,</b>		<b>F/O</b>	<b>J28302</b>	<b>F.I.</b>	<b>Uninj.</b>	No.	DATE
						<b>No Sig.</b>	
						D 14 (REVISED)	
						No.	CHECKED
						<b>27</b>	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS						
<b>Wasp</b>	<b>R1340-AN1 42-1126</b>	<b>N11</b>	<b>06</b>	<b>121</b>	ON TYPE		TOTAL	
					DUAL	SOLO	DUAL	SOLO
<b>P &amp; W</b>					<b>60</b>	<b>90</b>	<b>168</b>	<b>121</b>
							<b>289</b>	

ACCIDENT CLASSIFICATION

COMMAND  
MONTH  
STAGE OF FLIGHT

4  
2  
1  
7  
4  
2  
1  
FORCED LANDING  
TAXYING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
3rd  
5  
4  
3  
2  
1  
RAJ  
M

PURPOSE OF FLIGHT:

General Practice Single Engine A/c.

TECHNICAL OFFICER'S REPORT:

Nil

LUC / PCDUW / UC DL ✓

NATURE OF ACCIDENT:

Pilot landed with u/c down but not locked. Horn was still blowing. A/C was dived in attempt to lock wheels but u/c lever was not moved fully forward to force pins home. Normal landing made and port wheel collapsed after a/c turned off runway.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

5. U/C Failure

SECONDARY OR CONTRIBUTORY FACTORS:

32. U / C Drill - in air.

ACTION TAKEN:

Log book endorsement and personal reproof.