

TYPE OF A/C		ACCIDENT CLASSIFICATION							COMMAND
		UNIT	COM.	PLACE	DATE	TIME	H.Q. FILE		
O T.U. Boundary Bay, B.C.		W.	Runway #7 Airfield, Boundary Bay.	13-5-45	0920 PDT	1300-KL 147		<div style="font-size: 2em; margin: 0;">1</div> <div style="font-size: 2em; margin: 0;">2</div> <div style="font-size: 2em; margin: 0;">3</div> <div style="font-size: 2em; margin: 0;">4</div> <div style="font-size: 2em; margin: 0;">5</div> <div style="font-size: 2em; margin: 0;">6</div> <div style="font-size: 2em; margin: 0;">7</div> <div style="font-size: 2em; margin: 0;">8</div> <div style="font-size: 2em; margin: 0;">9</div> <div style="font-size: 2em; margin: 0;">10</div> <div style="font-size: 2em; margin: 0;">11</div> <div style="font-size: 2em; margin: 0;">12</div> <div style="font-size: 2em; margin: 0;">13</div> <div style="font-size: 2em; margin: 0;">14</div> <div style="font-size: 2em; margin: 0;">15</div> <div style="font-size: 2em; margin: 0;">16</div> <div style="font-size: 2em; margin: 0;">17</div> <div style="font-size: 2em; margin: 0;">18</div> <div style="font-size: 2em; margin: 0;">19</div> <div style="font-size: 2em; margin: 0;">20</div> <div style="font-size: 2em; margin: 0;">21</div> <div style="font-size: 2em; margin: 0;">22</div> <div style="font-size: 2em; margin: 0;">23</div> <div style="font-size: 2em; margin: 0;">24</div> <div style="font-size: 2em; margin: 0;">25</div> <div style="font-size: 2em; margin: 0;">26</div> <div style="font-size: 2em; margin: 0;">27</div> <div style="font-size: 2em; margin: 0;">28</div> <div style="font-size: 2em; margin: 0;">29</div> <div style="font-size: 2em; margin: 0;">30</div> <div style="font-size: 2em; margin: 0;">31</div> <div style="font-size: 2em; margin: 0;">32</div> <div style="font-size: 2em; margin: 0;">33</div> <div style="font-size: 2em; margin: 0;">34</div> <div style="font-size: 2em; margin: 0;">35</div> <div style="font-size: 2em; margin: 0;">36</div> <div style="font-size: 2em; margin: 0;">37</div> <div style="font-size: 2em; margin: 0;">38</div> <div style="font-size: 2em; margin: 0;">39</div> <div style="font-size: 2em; margin: 0;">40</div> <div style="font-size: 2em; margin: 0;">41</div> <div style="font-size: 2em; margin: 0;">42</div> <div style="font-size: 2em; margin: 0;">43</div> <div style="font-size: 2em; margin: 0;">44</div> <div style="font-size: 2em; margin: 0;">45</div> <div style="font-size: 2em; margin: 0;">46</div> <div style="font-size: 2em; margin: 0;">47</div> <div style="font-size: 2em; margin: 0;">48</div> <div style="font-size: 2em; margin: 0;">49</div> <div style="font-size: 2em; margin: 0;">50</div> <div style="font-size: 2em; margin: 0;">51</div> <div style="font-size: 2em; margin: 0;">52</div> <div style="font-size: 2em; margin: 0;">53</div> <div style="font-size: 2em; margin: 0;">54</div> <div style="font-size: 2em; margin: 0;">55</div> <div style="font-size: 2em; margin: 0;">56</div> <div style="font-size: 2em; margin: 0;">57</div> <div style="font-size: 2em; margin: 0;">58</div> <div style="font-size: 2em; margin: 0;">59</div> <div style="font-size: 2em; margin: 0;">60</div> <div style="font-size: 2em; margin: 0;">61</div> <div style="font-size: 2em; margin: 0;">62</div>	
A/C TYPE MITCHELL II		NO.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT		
		KL 147	" B"		X	X			
PERSONNEL			RANK	NUMBER	DUTY	INJURIES		SIGNAL	
GRAY, W.R.,			S/L	J4927	P.	Uninj.		NO.	DATE
CLOWES, J.E.,			F/O	147693	P.P.	Uninj.		A.337	13-5
JOHNSON, F.,			Sgt.	1524071	P.P.	#		D 14 (REVISED)	
								NO.	CHECKED
								4	
								3	
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS						
Wright R2600-13	42-147320	Slightly			ON TYPE		TOTAL		
	43-25234	Slightly	INST.	NIGHT	DUAL	SOLO	DUAL	SOLO	
			50.	22.	2.	382.	71.	818.	
			41.	22.	7.	-	149.	81.	
			Passenger						
CATEGORY		ACCIDENT CLASSIFICATION							STAGE OF FLIGHT
		INJURY							
									INJ.
									3RD
									5
									RAJ
									M

PURPOSE OF FLIGHT:

Solo check on type of a/c.

TECHNICAL OFFICER'S REPORT:

LUC/RCDUN/UDH

Breakage of pressure line from hydraulic pump.

NATURE OF ACCIDENT:

Instructor carrying out a sole check on a pupil. Pupil doing a single engine circuit (practice). Flaps failed to come down beyond 15°. Touch-down normal; u/c collapsed. U/C indicator not checked correctly by Instructor or pupil before landing.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

5. U/C Failure

SECONDARY OR CONTRIBUTORY FACTORS:

35. U/C Defect

ACTION TAKEN: Pilot's log book endorsed.