

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 135 (F) Sqdn.		COM.	PLACE		DATE 15-5-45	TIME 1445		
Pat. Bay, B.C.		W.	M.A.		H.O. FILE 1100-8-79			
A/C TYPE			NO.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
KITTYHAWK			879	"C"	X		X	

TYPE OF A/C

TYPE OF UNIT

CATEGORY

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
MORTON, K.L., CAN.	F/O	J45242	P.	Uninj.	NO. A.631	DATE 15-5
					D 14 (REVISED)	
					NO. 1	CHECKED
					1	

COMMAND

MONTH

STAGE OF FLIGHT

4
2
1
7
4
2
1
1
1
1
2
1
5
5

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STARTRY
FATAL
INJ.
3rd
INJ.

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Allison F2OR	1850/A036417 Slightly	36	15	-	95	101	306

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 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61

PURPOSE OF FLIGHT:
Dive Bombing.

NATURE OF ACCIDENT:
U/C collapsed on landing.

CLASSIFICATION:

5. U/C Failure.

SECONDARY OR CONTRIBUTORY FACTORS:

35. U/C Defect.

TECHNICAL OFFICER'S REPORT: LUC/UDM/UPD

No evidence of structural failure - previous heavy landing probable cause.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CAUSE:- The pilot's report and that of witnesses state that the landing was normal therefore it is felt that the pilot should be exonerated. The reporting of a possible previous heavy landing may have prevented this accident. Pilots will be warned of the importance of this.

ACTION TAKEN:

Nil