

TYPE OF A/C		CAUSES OF ACCIDENTS				ENGINE FAILURE			
TYPE OF ENGINE		NATURE OF ACCIDENT				STAGE OF FLIGHT			
UNIT <b>36 S.F.T.S.</b>		COM. <b>4</b>		PLACE <b>M.A.</b>		DATE <b>24-4-42</b>		TIME <b>0215</b>	
A/C TYPE <b>Oxford</b>		No. <b>AS925</b>		CRASH CAT. <b>C 21</b>		SE		ME <b>x</b>	
NAME		RANK		DUTY		INJURIES		SERIOUS	
<b>Linter E.H.</b>		<b>LC</b>		<b>1333877 P.</b>		<b>Uninjured.</b>		FATAL	
<b>Sewell O.</b>		<b>P/O</b>		<b>I.</b>				INJURY	
<i>No record</i>								CARD SERIAL NO.	
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.	
<b>Oxford AS925</b>		<b>Slight</b>						DATE	
<b>Cheetah AS41664/A179523 Nil</b>								INST	
<b>Cheetah AS41597/A179516 Nil</b>								NIGHT	
								ON TYPE	
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<b>T-64 24-4-42</b>									

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LAND. GEAR  
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FUSE. OR HULL  
TAIL SKID OR W.  
ENGINE MOUNT.  
MISCEL.  
UND'TD  
PRIMARY  
FUEL SYS.  
COOL SYS.  
IGNIT. SYS.  
LUBN. SYS.  
ENG. STR.  
AIRSCREW A.  
ENG. CONTS.  
MISCEL.  
UND'TD  
PRIMARY  
HAND Q.  
INSTS.  
WEATHER  
DRKINS.  
ALG SURF.  
OTHER  
UND'TD  
PRIMARY  
TAXING  
LANDING  
TAKE OFF  
FLIGHT  
STRATY  
FATAL  
INJ.  
3RD.  
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DUTY ON WHICH ENGAGED:

Night flying.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

R170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

U/C retracted whilst taxiing. probably due to pilot having dislodged the u/c lever during vital actions after landing, and this having a delayed effect.

*TUC / P-Down / UCD?*

Pilot does not recollect touching the lever but since u/c mechanism was in order on examination, this is only feasible explanation.

REMARKS:

*Nil*

PRIMARY CAUSE:

~~U/C control accidentally lifted.~~

*8 U/C Failure*

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

Pilot warned. Log book endorsed "Carelessness."

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Undercarriage collapsed as pilot was taxiing.~~

*33. U/C Drill - On Ground*

*33*

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_