O PILO.	the state of the s									
	B (F) Sqdn. Indary Bay	COM. WAC	PLACE						3 TIME 1130 0-53-79	
A/C TYPE	A/C TYPE Hurricane 11 B		No. 53 79			CRASH CAT. C	SE M	E DAY	NIGHT	M I S C E L
	NAME Millar, G.G.			RANK NO. D		Y NIL.		SE FATA	RIOUS	FC1 - 1/29/
PE OF ENGINE								CARD RIAL NO.	SESOUS SHOPE	
	TYPE A/F No. EXTENT OF DAMAG			REPORT SERIAL DAT		ON TYPE		BY PILOTS	LAST	1 1/.67/
Hurr:	came 5379 S rd Merlin l	light 9310/444	NiL	1 4		INST. NIGHT	DUAL SOLO	DUAL SC		THOUSE OF THE CONTRACTOR OF TH

DUTY ON WHICH ENGAGED: COURT OF INQUIRY, INVESTIGATING OFFICER Local flying and aerobatics. OR COMMANDING OFFICER'S REPORT: INVESTIGATING OFFICER'S REPORT DATE: 9-3-43 NATURE OF ACCIDENT AND STAGE OF FLIGHT: LIGHT INDICATED U/C UNLOCKED AT 8000 . PLACED COMPOSITION: U/C SELECTOR LEVER IN UP POSITION AND LIGHT S/L Hobbins, A.F. WAC Headquarters.) WENT ON. CLIMBED TO 20,000, STARTED DIVE.
FROM STALLED TURN. A/C FAILED TO RESPOND TO IM/HANT CONTROLS UNTIL 550 TO 600 M.P.H FINALLY PULLED OUT AT 4000 . TWO GLASS PANELS BLEW OUT IN RECOMMENDATIONS: PULL OUT. TAIL SURFACES DAMAGED BY PORTION All pilots to ensure that both wheels are fully re-OF OLEO LEG FAIRING WHICH BLEW OFF. TIRE tracted and if in doubt to return to base, reporting BLEW OUT ON LANDING AT AERODROME. A/C unserviceable. Wheel retraction test to be made PRIMARY CAUSE: at the 15 hour period. A/C not to be placed service-33. Technical defect. able without proper check by Maintenance Wing. Port oleo leg failed to retract fully in flight. The wheel fairing acting as a tab which prevented ACTION TAKEN: (A) DISCIPLINARY (B) TECHNICAL (C) OTHER nermal operation of controls. 18. Mise Technical NiL. CONCLUSIONS OF A.I.B. While agreeing with the findings it is considered that F/O Asslin is to blame for this accident and should be so informed by his C.O. SECONDARY CAUSE OR CONTRIBUTING FACTORS: ire blew out on landing. 55. Ule Defect DATE RECORDED BY CHECKED BY

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