

DUTY ON WHICH ENGAGED:

Local flying and aerobatics.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT

DATE: 9-3-43

COMPOSITION:

S/L Hobbins, A.F. WAC Headquarters.

1st Lt Hobbins

RECOMMENDATIONS:

All pilots to ensure that both wheels are fully retracted and if in doubt to return to base, reporting A/C unserviceable. Wheel retraction test to be made at the 15 hour period. A/C not to be placed serviceable without proper check by Maintenance Wing.

ACTION TAKEN:

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

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.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

LIGHT INDICATED U/C UNLOCKED AT 8000'. PLACED U/C SELECTOR LEVER IN UP POSITION AND LIGHT WENT ON. CLIMBED TO 20,000', STARTED DIVE FROM STALLED TURN. A/C FAILED TO RESPOND TO CONTROLS UNTIL 550 TO 600 M.P.H FINALLY PULLED OUT AT 4000'. TWO GLASS PANELS BLEW OUT IN PULL OUT. TAIL SURFACES DAMAGED BY PORTION OF OLEO LEG FAIRING WHICH BLEW OFF. TIRE BLEW OUT ON LANDING AT AERODROME.

PRIMARY CAUSE:

~~33. Technical defect.~~

~~Port oleo leg failed to retract fully in flight. The wheel fairing acting as a tab which prevented normal operation of controls.~~

18. Misc Technical

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~43. Fire blew out on landing.~~

33. Oleo Defect

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____