

162	81	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	7			
2	1	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	4		
A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	A/C	
UNIT 10 E.F.T.S. Pendleton	COM. 3	PLACE M.A.	DATE 25.6.43	TIME 1430	H.Q. FILE 1100-89-55	A/C TYPE T/Moth	NO. 8955	CRASH CAT. C.1	S.E. X	M.E.	DAY X	NIGHT	PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	NO.	DATE	D 14 (REVISED)	NO.	CHECKED	#92	ENGINE	ENGINE NUMBER (S)	INST.	NIGHT	SOLO	DUAL	SOLO	DUAL	TOTAL	TOTAL	
McFetridge, S.R.	SGT	R159935	FI	Nil	871	26.6	Hardy, H.L.	LAC	R189539	PP	Nil													G/Major 1429/89271 Nil.											
A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
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	
ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION	ACCIDENT CLASSIFICATION
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COMMAND	MONTH	STAGE OF FLIGHT	FORCED LANDING	TAXYING	LANDING	TAKE-OFF	FLIGHT	STATARY	FATAL	INJ.	3RD	50	RAF	M/N	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		

PURPOSE OF FLIGHT:

Dual take offs and landings.

NATURE OF ACCIDENT:

Left oleo strut dropped out on the take off. Take off was rough due to runway #2 crossing our take off path. Did not notice damage until signalled by two other instructors from their aircraft.

TECHNICAL OFFICER'S REPORT:

Rivet attaching locating sleeve to the tube inner compression leg fork assembly, sheared allowing oleo leg plunger tube to drop down out of compression leg tube.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

OBC/USG

CLASSIFICATION:

~~33. Technical defect.~~ 11

OTHERS.

SECONDARY OR CONTRIBUTORY FACTORS:

J/c DEFECT.

35-

ACTION TAKEN: