

62 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 125 Sqdn <i>Quincy</i>	COM. E	PLACE M.A.	DATE 6-10-43	TIME 1030
A/C TYPE HURRICANE XII		NO. 5474	CRASH CAT. "C"3	H.Q. FILE 1100-54-74
		S.E. x	M.E.	DAY x
				NIGHT

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Plewes, H.R	WO1	R74412	F	Uninj.	NO. A.30	DATE 6-10
					D 14 (REVISED)	
					NO. 1	CHECKED <input checked="" type="checkbox"/>
					#1	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Packard Merlin 29	A.4670/AC-41-48077 N1	78	70	93	-	1235	130

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STAT-RY
FATAL
INJ.
3RD

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 RAF M 2

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Section Versus Single aircraft attacks. Failure of micro switch arm holding switch open after u/c was lowered. Seizure of arm due to improper lubrication, only one side of pin being lubricated.

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

Indicators (light and horn) showed stbd wheel of u/c as not locked down. Pilot tried all emergency devices, until short of gas and then made a wheels-up landing beside runway, on grass.

FINDINGS:

SUMMARY No.

102/2014

CLASSIFICATION:

~~34. Wheels up landing.~~

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MISC. TECHNICAL

SECONDARY OR CONTRIBUTORY FACTORS:

~~33. Technical defect.~~

u/c DEFECT.

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ACTION TAKEN:

Nil