

ACCIDENT CLASSIFICATION

UNIT 36 S.F.T.S. Penhold	COM. 4	PLACE M.A.	DATE 5-12-43 TIME 1330		H.Q. FILE 1300-AS781				
			A/C TYPE OXFORD II	No. AS781	CRASH CAT. "C"9	S.E.	M.E. x	DAY x	NIGHT
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
Cook, A.R.		LAC	1804157	PP	Uninj.		No. T.257	DATE 6-12	
							D 14 (REVISED)		
							No. 1	CHECKED <input checked="" type="checkbox"/>	
							#3		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Cheetah X	AS21353/A157490		Ni	INST.	NIGHT	ON TYPE		TOTAL	
	RC496/A159617					Ni	SOLO	DUAL	SOLO
			9	5	10	17	41	69	

COMMAND

MONTH

STAGE OF FLIGHT

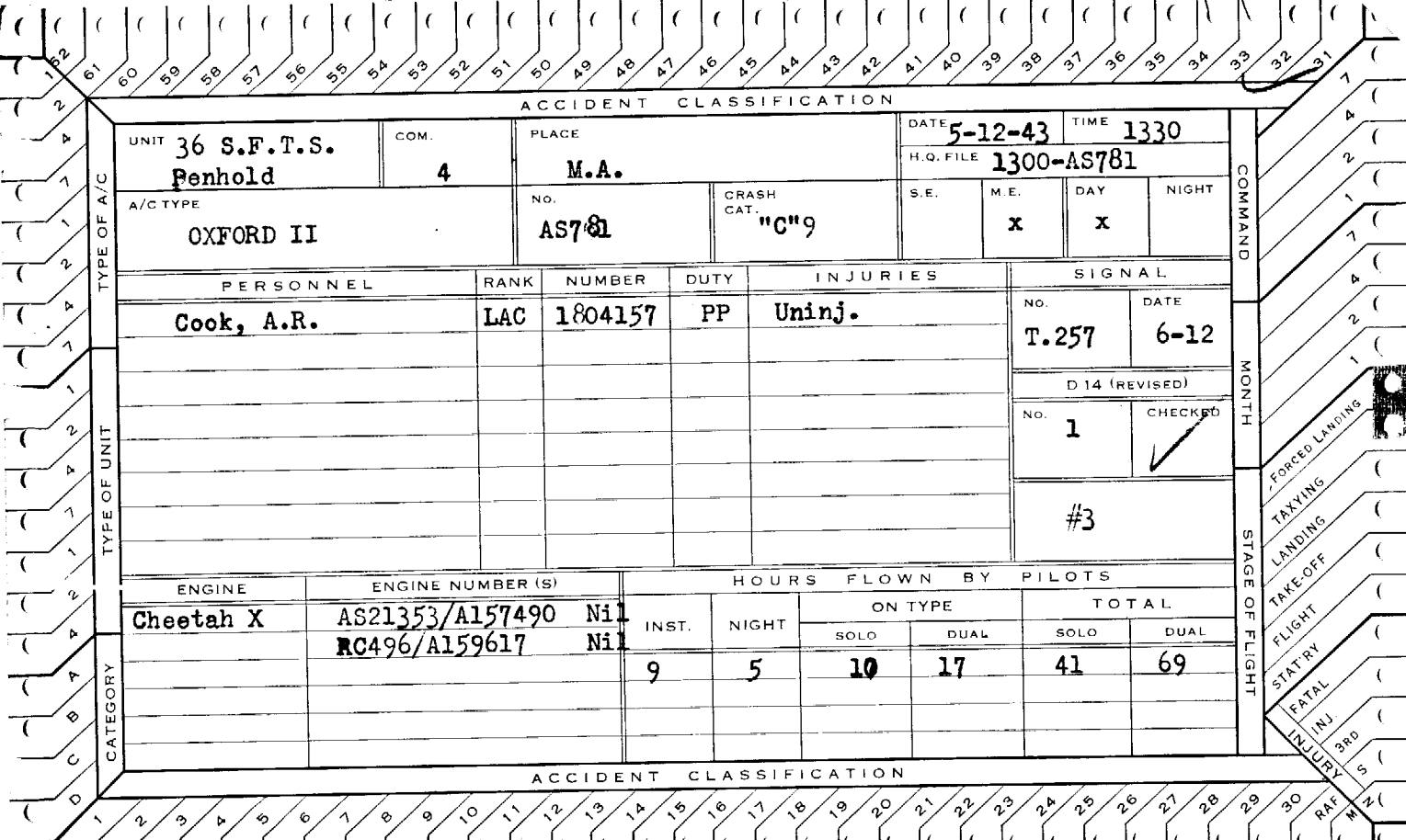
- FORCED LANDING
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STATRY
- FATAL
- INJ
- INJ 3RD
- INJ 5
- INJ 2

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY



PURPOSE OF FLIGHT:

Solo cross-country.

TECHNICAL OFFICER'S REPORT:

NATURE OF ACCIDENT:

While returning from cross country flight pupil observed Hydraulic Pressure Gauge was registering "High Danger". Both u/c and flap selector levers were in neutral position, and it was impossible to move them into either "up" or "down" position. Returned to main aerodrome flying with stbd engine throttled back to reduce pressure. While stbd engine was throttled back the Hydraulic Pressure Gauge registered "low, Normal" but as soon as throttle was opened the gauge registered "High Danger". Carried out landing with u/c retracted.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

10-1-2017

CLASSIFICATION:

17. Forced Landing
~~33. Technical defect.~~ *17*

SECONDARY OR CONTRIBUTORY FACTORS:

~~34. Wheels up landing.~~

ACTION TAKEN:

Nil