

ACCIDENT CLASSIFICATION

UNIT <b>39 S.F.T.S. Swift Current</b>		COM: <b>4</b>	PLACE <b>St. Aldwyn</b>		DATE <b>12-1-44</b>	TIME <b>1200</b>		
A/C TYPE <b>OXFORD II</b>		No. <b>X6964</b>	CRASH CAT. <b>"D"4</b>		H.O. FILE <b>1300-X6964</b>			
PERSONNEL <b>GASKELL, L.D.J.</b>		RANK <b>LAC</b>	NUMBER <b>1429119</b>	DUTY <b>PP</b>	INJURIES <b>Uninj.</b>		SIGNAL	
							No. DATE	
							D 14 (REVISED)	
							No. CHECKED	
							<b>7</b>	
							<b>#12</b>	
ENGINE <b>Cheetah X</b>	ENGINE NUMBER (S) <b>A179827/AS41968 slight</b>		HOURS FLOWN BY PILOTS				STAGE OF FLIGHT	
	<b>A178987/AS41068 "</b>		INST.	NIGHT	ON TYPE		TOTAL	
					SOLO	DUAL	SOLO	DUAL
			<b>19</b>	<b>14</b>	<b>20</b>	<b>39</b>	<b>51</b>	<b>84</b>

COMMAND

MONTH

STAGE OF FLIGHT

4
2
1
7
4
2
1
FORCED LANDING
TAXIING
LANDING
TAKE OFF
FLIGHT
STAT'RY
FATAL
INJ
3rd
S
4

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

TYPE OF A/C

TYPE OF UNIT

CATEGORY

PURPOSE OF FLIGHT:

Flying training.

TECHNICAL OFFICER'S REPORT: 700/ACDOW/UC DT

The top port outer radius bracket had broken and from fracture it would appear to have occurred when a/c collapsed.

NATURE OF ACCIDENT:

While taxiing back to take-off point after practice precautionary landing, u/c warning horn blew and port wheel retracted.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

31. U/C down but not fully locked.



*8. U/c failure*

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Nil