

ACCIDENT CLASSIFICATION

UNIT 32 S.F.T.S. Moose Jaw		COM. 4	PLACE M.A.		DATE 24-1-44	TIME 2045		
A/C TYPE OXFORD II		NO. AS738		CRASH CAT. "C"	H.Q. FILE 1300-AS738			
PERSONNEL ARMFIELD, J.W.		RANK LAC	NUMBER 1804539	DUTY PP	INJURIES Uninj.		SIGNAL No. A.91 DATE 25-1	
							D 14 (REVISED)	
							No. 2 CHECKED <input checked="" type="checkbox"/>	
							#22	
ENGINE Cheetah X	ENGINE NUMBER (S) AS43748/A226921 Nil RC710/A17157		HOURS FLOWN BY PILOTS				STAGE OF FLIGHT	
			INST.	NIGHT	ON TYPE		TOTAL	
					SOLO	DUAL	SOLO DUAL	
			20	15	26	44	60 94	

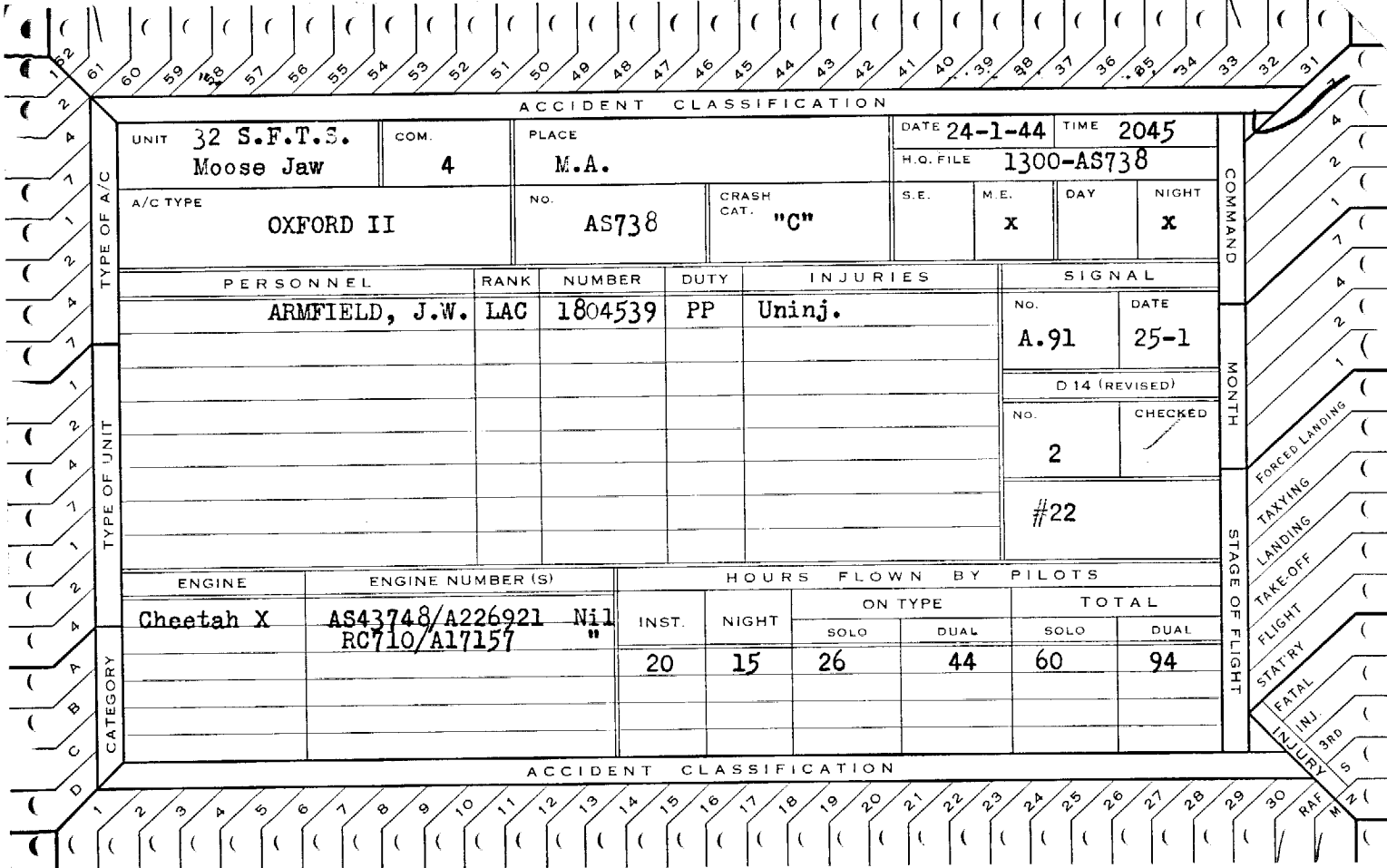
COMMAND

MONTH

STAGE OF FLIGHT

- 4
- 2
- 1
- 7
- 4
- 2
- 1
- Forced Landing
- Taxying
- Landing
- Take-off
- Flight
- Stairway
- Fatal
- Inj
- Inj 3rd
- Inj 5

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PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

LUC/UDM

Routine solo night circuits and landings.

NATURE OF ACCIDENT:

Pupil pilot flying solo after dual instruction made a normal landing. After touch down a moderate swing developed to the left. As he corrected this swing with port engine and stbd rudder the port oleo leg collapsed.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

One leg of the both port moderate swing u/c's was deflated due to gland leakage. This caused the moderate swing after landing to throw excessive strain on the one good leg of each side, which, being imparted through the bolts securing the leg to the axle, and not having the resistance of the other leg to counteract it, caused these bolts to shear and the collapse of the u/c.

CLASSIFICATION:

~~33. Technical defect.~~

2. *Swing.*

2

SECONDARY OR CONTRIBUTORY FACTORS:

~~61. Swinging on landing.~~

32. *U/c defect*

35

ACTION TAKEN:

Nil