

ACCIDENT CLASSIFICATION

TYPE OF A/C	UNIT	32 S.F.T.S. Moose Jaw	COM.	4	PLACE	E.A.	DATE	1-2-44	TIME	0445	COMMAND
	A/C TYPE	OXFORD II_		No.	BM685	CRASH CAT.	"D"	H.Q. FILE	1300-BM685		
TYPE OF UNIT	S.E.	M.E.	DAY	NIGHT							MONTH
		x		x							
CATEGORY	PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL				STAGE OF FLIGHT	
	BACON, D.J.	SGT	1394528	FI	Uninj.	No.	DATE			FORCED LANDING	
	COMBER, R.J.	LAC	1621593	PP	Uninj.	A131	1-2			TAXIING	
						D 14 (REVISED)				LANDING	
						No.	CHECKED			TAKE-OFF	
						1	<input checked="" type="checkbox"/>			FLIGHT	
						#2 CR 2/2				STATRY	
	ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS						FATAL	
	Cheetah X	RC1232/A172279 Nil		INST.	NIGHT	ON TYPE		TOTAL		INJURY	
		AS19887/A140518 Nil				SOLO	DUAL	SOLO	DUAL	3RD	
				53	77	483	95	520	178	5	
				20	8	32	48	51	83	M X	

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PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

LUC/UDM

Routine night dual circuits and landings.

A small piece of grit was found lodged under the

NATURE OF ACCIDENT:

the micro-switch spring, adjacent to the plunger

preventing the spring from operating the switch controlling the warning lamp and horn circuit.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Pilot was unable to assure that his port u/c was down and locked. After carrying out all emergency methods which failed to make the green light come on or stop the warning horn from blowing he made a wheels up landing.

CLASSIFICATION:

~~34. Wheels up landings.~~

5 *W/c Failure*

SECONDARY OR CONTRIBUTORY FACTORS:

35 *W/c Defect.*

ACTION TAKEN:

Nil