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ACCIDENT CLASSIFICATION

UNIT 36 O.T.U. Greenwood	COM. E	PLACE 100 yds R of 01 and 09 runway.	DATE 23-5-44	TIME 1550
A/C TYPE MOSQUITO Vii		NO. KB 314	CRASH CAT. "B"	REG. NO. 1300-KB314
		S.E.	M.E. X	DAY X
				NIGHT

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
PATERSON, J.L.	F/O	J14128	P	Uninj.	NO. A913	DATE 23-5
					D 14 (REVISED)	
					NO. 4	CHECKED <input checked="" type="checkbox"/>
					#4	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS						
Merlin XXXI	A326285/A7241 A324586/A4692	serious "	INST.	NIGHT	ON TYPE		TOTAL	
					SOLO	DUAL	SOLO	DUAL
			94	124	3	5	1209	179

FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STRATRY  
FATAL  
INJ.  
3RD  
S  
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N

TYPE OF A/C  
TYPE OF UNIT  
CATEGORY

ACCIDENT CLASSIFICATION

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PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT: *12/1/64*

Practicing circuit and landings solo.

~~12/1/64~~ ✓  
*12/1/64*

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Undercarriage failed to lower for landing. Stbd wheel locked down port wheel remained half retracted. All emergency lowering procedure was fully covered and carried out an instructions by R/T from Tower. After orbiting base for 2 hours pilot was told to unlock stbd wheel and belly land.

The hydraulic system was checked after the a/c had been lifted and brought into the hangar; the u/c could not be lowered by the normal system but was eventually lowered by the emergency system. Failure of port u/c to lower has been traced to a defective port u/c jack. A defect report is being rendered.

CLASSIFICATION:

~~33. Technical defect.~~

*17 Forced Landing*

SECONDARY OR CONTRIBUTORY FACTORS:

*35 U/c Defect*

ACTION TAKEN:

NIL