

ACCIDENT CLASSIFICATION											
UNIT 32 S.F.T.S. Moose Jaw		COM. 4	PLACE M.A.			DATE 1-3-44	TIME 2220		H.Q. FILE 1300-BM677		
A/C TYPE OXFORD II			NO. BM677	CRASH CAT. "D"		S.E.	M.E. x	DAY	NIGHT x		
PERSONNEL SMITH, F.		RANK LAC	NUMBER 1673291	DUTY PP	INJURIES Uninj.		SIGNAL NO. DATE A.245 2-3		MONTH D 14 (REVISED) NO. CHECKED 1 ✓		
ENGINE Cheetah X		ENGINE NUMBER (S) AS21395/A157532 Nil AS40573/A178492 Nil		HOURS FLOWN BY PILOTS				STAGE OF FLIGHT		COMMAND	
				INST.	NIGHT	ON TYPE		TOTAL		FORCED LANDING	
						SOLO	DUAL	SOLO	DUAL	TAXYING	
				20	9	37	52	108	147	LANDING	
										TAKE-OFF	
										FLIGHT	
										STATRY	
										FATAL	
										INJ.	
										3RD	
										S	
										RAE	
										M	
ACCIDENT CLASSIFICATION											

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Routine night training flight.

NIL *LWC/CPM*

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

Pupil pilot observed that stbd a-c warning lights failed to indicate u/c down and locked. He used the emergency system correctly and attempted a landing. He was under the impression when he touched the runway that the stbd leg was collapsing so he opened up and after his next approach carried out an u/c "UP" landing clear of flare path.

FINDINGS:

SUMMARY No.

Remarks of Unit C.O.

There seems to be no doubt that the u/c did lock down and the pupils impression that it was collapsing was just imagination. However there was an element of doubt and his actions in going around again and executing a wheels up landing clear of the flare path was wise and correct and resulted in a minimum of damage.

CLASSIFICATION:

34. Wheels up landing.

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SECONDARY OR CONTRIBUTORY FACTORS:

~~33~~ Technical defect.

ACTION TAKEN:

NIL

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