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|---------------------------|--|-------------------|---------------------|-----------------------|------------------------|---------|----------------------|--------------|------|
| UNIT 124 Ferry | | COM. AFHQ | PLACE St. Hubert | | DATE 28-6-44 TIME 1745 | | H.Q. FILE 1100-54-51 | | |
| A/C TYPE HURRICANE IIB | | NO. 5451 | | CRASH CAT. "C" | S.E. X | M.E. | DAY X | NIGHT | |
| PERSONNEL | | RANK | NUMBER | DUTY | INJURIES | | SIGNAL | | |
| MOORE, E.H. | | F/O | C26187 | P | Uninj. | | No. A762 | DATE 29-6 | |
| | | | | | | | D 14 (REVISED) | | |
| | | | | | | | No. | CHECKED | |
| | | | | | | | #9 | | |
| ENGINE | | ENGINE NUMBER (S) | | HOURS FLOWN BY PILOTS | | | | | |
| Merlin 29 | | 19206/A237 slight | | INST. | NIGHT | ON TYPE | | TOTAL | |
| | | | | 87 | 97 | SOLO | DUAL | SOLO | DUAL |
| | | | | | | 3 | - | 2724 | 150 |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

ACCIDENT CLASSIFICATION

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STRATRY
FATAL
INJ.
INJURY 3RD
INJURY 5TH

TYPE OF A/C

TYPE OF UNIT

CATEGORY

61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31

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 31

PURPOSE OF FLIGHT:

Ferrying.

TECHNICAL OFFICER'S REPORT:

LUC/UDH

LUC/UDH

NATURE OF ACCIDENT:

Selector lever stuck in UP position. Pilot reports that emergency u/c also would not work. Wheels up landing made, resulting in damage to propellor and radiator.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

The apparent cause of Hydraulic failure is due to a defective automatic cut-out valve, causing high pressure; through the system. Selector lever was struck in the "UP" position and required considerable force to bring this to neutral position. The hand haul was difficult to operate due to high pressure in the pump but was free enough when the selector lever was moved to neutral position, which released the high pressure. The emergency lever could not be operated in flight while the selector lever was in the "UP" position, but was normal in operation when the lever was moved to down position.

CLASSIFICATION:

18. Misc. technical.

SECONDARY OR CONTRIBUTORY FACTORS:

35. U/C Defect.

ACTION TAKEN:

NIL