

ACCIDENT CLASSIFICATION

UNIT <b>161 Sqn. GR</b>	COM. <b>E.</b>	PLACE <b>Windward end of runway 200.</b>	DATE <b>8-12-44</b>	TIME <b>19.10</b>
Yarmouth, N.S.,			H.Q. FILE <b>1100-97-96</b>	
A/C TYPE <b>CANSO A</b>	NO. <b>9796</b>	CRASH CAT. <b>WC</b>	S.E.	M.E. <b>X</b>
			DAY <b>X</b>	NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
BROWN, J.K.A.	F/O	J27080	P	Uninj.	NO. <b>A716</b>	DATE <b>9-12</b>
EMBURGH, L. V.,	F/O	J241352	P	Uninj.		
EMERSON, F.S.,	F/O	J44957	Nav.	Uninj.	D 14 (REVISED)	
<del>KUMMER, K.C.,</del>	<del>P/O</del>	<del>J46767</del>	<del>1 WAG</del>	<del>Uninj.</del>	NO.	CHECKED
ROY, J.T.H.,	Sgt.	R113613	2 WAG	Uninj.		
PARATON, J.E.J.,	Sgt.	R207874	3 WAG	Uninj.	2	
TOWSE, R.A.E.	WO2	R185311	4 WAG	Uninj.		
STONE, G.,	Sgt.	R174512	F.E.	Uninj.		
FETTERLEY, J.J.E.	Sgt.	R90976	F.E.	Uninj.		

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
SIC3G	PA20286/7176 Nil						
P & W							
Twth Wasp	S20521/9954 Nil	53	118	31	104	155	223
		37	205	12	8	122	1023

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXIING

LANDING

TAKE-OFF

FLIGHT

STRUTTY

FATAL

INJ.

5th

5

RAF

W

PURPOSE OF FLIGHT:

Night A/S Sweep

NATURE OF ACCIDENT:

U/C collapsed on landing at night  
visibility 5 miles.

CLASSIFICATION:

5. U/C Failure.

SECONDARY OR CONTRIBUTORY FACTORS:

35. U/C Defect

R. C. A. F. L 20 (REVISED)  
2M-5-44 (4638) K. P. 8689  
H. Q. 885-L 20

TECHNICAL OFFICER'S REPORT:

NiA

LUC/UDM

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2502

CAUSE: Result of hyd. system failure, and inability of Flight Engineer to make a positive check of the u/c down locks. All local orders were complied with. Visual check carried out by Sgt. Fetterly to determine the position of the u/c as per instructions obtained whilst training at # 3 O.T.U., Pat. Bay. These instructions do not cover a positive check for security of u/c locks.

RECOMMENDATIONS: (1) No blame be laid against pilot as F.E. should check position of u/c before landing. (2) No blame be laid against F.E. because his instructions were inadequate for positive check. (3) Amendment be made to unit Aircrew Orders and A/C Maintenance and Erection Manual.

CONCLUSIONS OF A.I.B.: Agree with findings. However

ACTION TAKEN: proper observations of butt ends of main support struts and lock extension lever, combined with correct use of down lock rod would have prevented

this accident.

C. C. LTD. 20157-44