Ó			A A A A A A A A A A A A A A A A A A A		ENGINE ENGINE	···	weet line to be
TYPE OF A	UNIT #6 S.F.T.S. COM.	PLACE R.1, We		CIDENTS	DATE 25.5.4	3 TIME 2215 0-33-7	
<u>}</u>	TYPE Harvard II	330 7		RASH Ar. C.3	X ME	DAY NIGHT	New S
_	N A M E RANK	K No	DUTY	INJUR	i E S	SERIOUS	DRATE OF STREET
ш Z	Evans, B.P. (AUS) E g Witt, R. WO		FI PP	Nil Nil		FATAL. INJURY	m z Kter
YPE OF ENGI			N.C.		3 1 1	CARD SERIAL NO.	
F		EPORT SERIAL	DATE	нои	RS FLOWN BY P		1 1/87
	Harvard 3307 Serious Wasp S3Hl 4299/8440 Nil			40 30	76 235 13		T A CULT
E G D							
	Wasp S3H1 4299/8440 Nil			40 30	76 235 139	AE - BOCO	I G GV GY

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DUTY ON WHICH ENGAGED: COURT OF INQUIRY, INVESTIGATIN	NG OFFICER	٠,
Night circuits. OR COMMANDING OFFICER'S REPO	ORT:	
	D-14 # 131.	
NATURE OF ACCIDENT AND STAGE OF FLIGHT: DATE:		
Pupil carrying out night landing in COMPOSITION:		
front seat, bounced, recovered, then		
) jumped on brakes causing swerve, then ground loop to left. Instructor was		
unable to do anything about it in the		
back seat. Damage was done to both RECOMMENDATIONS:		
oleos, stbd. mainplane tip and ael-		
eron.		
PRIMARY CAUSE:		
38. Ground loop.		
2. Swung		
ACTION TAKEN:		
(A) DISCIPLINARY (B) TECHNICAL	(C) OTHER	
)	NIL	
The second secon		
SECONDARY CAUSE OR CONTRIBUTING FACTORS:		
4. Harsh-use of brakes.		
33. Pilot error.	RECORDED BY	DATE
34- U/C. STRAIN		
	CHECKED BY	DATE
· ·		2