

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 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

ACCIDENT CLASSIFICATION

UNIT 31 S.F.T.S. Kingston		COM. 1	PLACE M.A.			DATE 17.6.43	TIME 0100
A/C TYPE Harvard II		NO. AJ.538		CRASH CAT. C.4	H.Q. FILE 1300-AJ.538		
					S.E. X	M.E.	DAY NIGHT X
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL
McColgan, J.A.		Lieut.	-	PP	Nil		No. DATE
							G135 17.6
							D 14 (REVISED)
							No. CHECKED
							11 <input checked="" type="checkbox"/>
							No. 77
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				
Wasp S3H1	4669/9281 Nil		ON TYPE		TOTAL		
			INST.	NIGHT	SOLO	DUAL	SOLO DUAL
			12	10	34	42	54 78

COMMAND

MONTH

STAGE OF FLIGHT

7  
4  
2  
1  
7  
4  
2  
1  
FORCED LANDING  
TAXYING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJURY  
3RD  
5  
RAF M N

ACCIDENT CLASSIFICATION

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 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

PURPOSE OF FLIGHT:

) Night circuits and landings.

TECHNICAL OFFICER'S REPORT:

No technical defect.

NATURE OF ACCIDENT:

) A/C landed heavily and bounced. The  
) throttle was opened and A/C landed  
) gently on two wheels. The tail was  
) lowered and immediately tail wheel  
) touched, a swing to left developed.  
) Throttle was opened and opposite  
) rudder applied but this appeared to  
) accentuate swing. Throttle was  
) closed and full right brake applied.  
) A/C continued to swing and right oleo  
) leg collapsed.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

) 32. Pilot error.

SECONDARY OR CONTRIBUTORY FACTORS:

) 61. Swinging on landing.  
) 40. Heavy landing - flying into ground.

ACTION TAKEN:

Pilot's Log Book to be endorsed "Carelessness".  
Admonished by O.C., A.T.S.