

ACCIDENT CLASSIFICATION											
UNIT 34 S.F.T.S. Med. Hat.		COM. 4		PLACE M.A.				DATE 22.6.43		TIME 0910	
A/C TYPE Harvard IIB				NO. FE.916		CRASH CAT. C.2		H.Q. FILE 1300-FE.916			
						S.E. X		M.E.		DAY NIGHT X	
PERSONNEL			RANK	NUMBER	DUTY	INJURIES			SIGNAL		
Pidgeon, D.A.			FO	115723	PP	Nil			NO.	DATE	
									A607	22.6	
									D 14 (REVISED)		
									NO.	CHECKER	
									27	✓	
									No.107		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS							
Wasp R1340AN1		21834/42-9495 Nil		INST.	NIGHT	ON TYPE		TOTAL			
				-	-	SOLO	DUAL	SOLO	DUAL		
							7	42	51		
ACCIDENT CLASSIFICATION											

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

- 4
- 2
- 1
- 7
- 4
- 2
- 1
- Forced Landing
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STATIONARY
- FATAL
- INJURY
- INJ. 3rd
- 5
- 4

PURPOSE OF FLIGHT:

First solo exercise.

TECHNICAL OFFICER'S REPORT:

10/11 S/UM/XEM ✓

Tail wheel oleo found to be inflated to show 7" of the piston instead of 3 $\frac{1}{2}$ " as laid down.

NATURE OF ACCIDENT:

After touching down on runway, the A/C started a swing to right. Pupil tried to check it without success, and A/C ground looped. On inspection it was found that tail oleo was inflated to over 7" instead of required 3" which has always been a main contributory factor to many ground loops.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~30. Ground loop.~~

2. *Swing.*

2

SECONDARY OR CONTRIBUTORY FACTORS:

~~35. w/c Defect~~

35

ACTION TAKEN:

Extra duties.

Miller