

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

ACCIDENT CLASSIFICATION

UNIT 32 S.F.T.S. Moose Jaw	COM. 4	PLACE M.A.	DATE 20-8-43	TIME 2145
A/C TYPE OXFORD II	NO. BF910	CRASH CAT. "C"6	H.Q. FILE 1300-BF910	S.E. M.E. DAY NIGHT
				X X

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Williams, R.T.D.	P/O	152160	FI	Uninj.	NO.	DATE
Bruton, R.	Lac	1582480	PP	Uninj.	A.305	21-8
					D 14 (REVISED)	
					NO.	CHECKED
					5	<input checked="" type="checkbox"/>
					No.21	

MONTH

STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
3RD
5

ENGINE	ENGINE NUMBER(S)	HOURS FLOWN BY PILOTS				ON TYPE		TOTAL	
		INST.	NIGHT				DUAL		DUAL
Cheetah X	268337/B3782 178945/A341C26	Nil (P) (S)							
	Propellor badly	42	35	145	87	228	170		
		23	8	22	35	60	68		

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 RAF M X

TYPE OF A/C

TYPE OF UNIT

CATEGORY

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

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

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Routine N.F. Dual Circuits & Landings.

No technical defect apparent.

NATURE OF ACCIDENT:

10/12/52

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

A/C made heavy landing at night, cross-wind started swing to right. Both pupil and instructor corrected causing overcorrection & resultant swing to left, developing into ground loop which overstrained stbd. u/c causing it to collapse.

CLASSIFICATION:

~~4C. Heavy landing-flying into ground.~~

4

4. Heavy.

SECONDARY OR CONTRIBUTORY FACTORS:

~~25. Inexperience.~~

~~38. Ground loop.~~

34. U/c Strain

34

ACTION TAKEN:

NIL