

ACCIDENT CLASSIFICATION

UNIT <b>6 S.F.T.S Dunnville</b>	COM. <b>1</b>	PLACE <b>M.A.</b>	DATE <b>13-10-43</b> TIME <b>1135</b>						
			H.Q. FILE <b>1100-32-30</b>						
A/C TYPE <b>HARVARD II</b>	NO. <b>3230</b>	CRASH CAT. <b>"C"2</b>	S.E. <b>x</b>	M.E.	DAY <b>x</b>	NIGHT			
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
<b>Milne, J.R.</b>		<b>LAC</b>	<b>R202422</b>	<b>PP</b>	<b>Uninj.</b>		NO. <b>3103</b>	DATE <b>13-10</b>	
							D 14 (REVISED)		
							NO. <b>5</b>	CHECKED <input checked="" type="checkbox"/>	
							<b>#54</b>		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
<b>Wasp S3HI</b>		<b>4580/9021 Seriously</b>		INST.	NIGHT	ON TYPE		TOTAL	
						SOLO	DUAL	SOLO	DUAL
				<b>18</b>	<b>-</b>	<b>12</b>	<b>28</b>	<b>40</b>	<b>61</b>

COMMAND  
MONTH  
STAGE OF FLIGHT

4  
2  
1  
7  
4  
2  
1  
FORCED LANDING  
TAXIING  
LANDING  
TAKE OFF  
FLIGHT  
STAT'RY  
FATAL  
INJ.  
3RD  
5  
RAF  
M

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PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Practicing landing.

Nil

NATURE OF ACCIDENT:

After landing, a/c began to swerve to stbd. Failure to correct swing in time resulted in a ground loop.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

25/1/55 ✓

CLASSIFICATION:

~~38. Ground loop.~~

Swung.

L

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Log book endorsed "error in judgment"