

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 6 S.F.T.S.	COM. 1	PLACE M.A.	DATE 20-11-43	TIME 2235
A/C TYPE Dunmyville		No. FE582	H.O. FILE 1300-FE582	
A/C TYPE HARVARD IIB		CRASH CAT. "D"4	S.E. X	M.E.
			DAY 	NIGHT X

PERSONNEL Zuber, C.J.	RANK AUS IAC	NUMBER 424617	DUTY PP	INJURIES Uninj.	SIGNAL	
				No.	DATE	
				A.3115	21-11	

D 14 (REVISED)					
No.	CHECKED				
9	<input checked="" type="checkbox"/>				

#82					
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ENGINE Wasp S3HI	ENGINE NUMBER(S) 42-13536/18726 seriously	HOURS FLOWN BY PILOTS			
		DAY	NIGHT	TOTAL	
		ON TYPE		SOLO	DUAL
		SOLO	DUAL	SOLO	DUAL
		16	8	24	36
				50	70

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

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STAFFRY
FATAL
INJ.
3rd

TYPE OF A/C
TYPE OF UNIT
CATEGORY

RAF
M

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Night circuits.

Nil

NATURE OF ACCIDENT:

Approaching for landing at night levelled out too high and port wing

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

dropped scraping runway. A/C started to swing to port which was not corrected in time and tightened up so much that it snapped the oleo legs.

FINDINGS:

SUMMARY No.

LH/PSHH/USA ✓

CLASSIFICATION:

~~39. Flattening out too soon.~~

4. Heavy

A

SECONDARY OR CONTRIBUTORY FACTORS:

~~61. Swinging on landing.~~

~~32. Pilot error.~~

ACTION TAKEN:

Log book endorsed "Error in judgment".