

ACCIDENT CLASSIFICATION

|              |           |                              |      |                   |          |        |                       |         |         |          |                 |      |                |     |       |         |                                     |
|--------------|-----------|------------------------------|------|-------------------|----------|--------|-----------------------|---------|---------|----------|-----------------|------|----------------|-----|-------|---------|-------------------------------------|
| TYPE OF A/C  | UNIT      | 31 E.F.T.S.<br>DeWinton      | COM. | 4                 | PLACE    | M.A.   | DATE                  | 8-11-43 | TIME    | 0835     | COMMAND         |      |                |     |       |         |                                     |
|              | A/C TYPE  | CORNELL I                    |      | NO.               | FJ682    |        | CRASH CAT.            | "B"     | S.E.    | X        |                 | M.E. | DAY            | X   | NIGHT |         |                                     |
| TYPE OF UNIT | PERSONNEL | De Jonghe D'Ardoie<br>H.G.E. |      | RANK              | LAC      | NUMBER | 1814760               | DUTY    | Pi      | INJURIES | Uninj.          |      | SIGNAL         | NO. | A.284 | DATE    | 5-11                                |
|              |           |                              |      |                   |          |        |                       |         |         |          |                 |      | D 14 (REVISED) |     |       |         |                                     |
|              |           |                              |      |                   |          |        |                       |         |         |          |                 |      |                | NO. | #1    | CHECKED | <input checked="" type="checkbox"/> |
|              |           |                              |      |                   |          |        |                       |         |         |          |                 |      |                |     | #10   |         |                                     |
|              |           |                              |      |                   |          |        |                       |         |         |          |                 |      |                |     |       |         |                                     |
| CATEGORY     | ENGINE    | Ranger                       |      | ENGINE NUMBER (S) | 6168 NIL |        | HOURS FLOWN BY PILOTS |         |         |          | STAGE OF FLIGHT |      |                |     |       |         |                                     |
|              |           |                              |      |                   |          |        | INST.                 | NIGHT   | ON TYPE |          | TOTAL           |      |                |     |       |         |                                     |
|              |           |                              |      |                   |          |        |                       |         | SOLO    | DUAL     | SOLO            | DUAL |                |     |       |         |                                     |
|              |           |                              |      |                   |          |        | Nil                   | Nil     | 1       | 7        | 1               | 19   |                |     |       |         |                                     |

ACCIDENT CLASSIFICATION

31

MONTH  
COMMAND  
STAGE OF FLIGHT

FORCED LANDING  
TAXIING  
LANDING  
TAKE OFF  
FLIGHT  
STAT'RY  
FATAL  
INJ.  
INJURY

RAF

PURPOSE OF FLIGHT:

Solo 10,11,12,13 (1-2)

NATURE OF ACCIDENT:

Whilst landing, held off too high,  
stalled from 8 feet, starboard  
oleo gave way and wheel came off,  
ground looped.

TECHNICAL OFFICER'S REPORT:

Airframe - Left oleo, centre section, - Badly damaged  
right oleo and left flap unserviceable.  
Engine. - NIL.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

LH/100/100

CLASSIFICATION:

~~39. Flattening out too soon~~

4

4. Heavy

SECONDARY OR CONTRIBUTORY FACTORS:

~~38. Ground loop.~~  
~~25. Low experience.~~

ACTION TAKEN:

NIL.