

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 31 E.F.T.S. Kingston	COM. 4	PLACE K.A.	DATE 9-11-43		TIME 0935		
			H.Q. FILE 1100-106-84				
A/C TYPE CORNELL II		NO. 10684	CRASH CAT. "C"2	S.E. X	M.E.	DAY X	NIGHT
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL
Lawrence, A.G.		MAC	1584425	PP	Uninj.		NO. DATE A.285 10-11 D 14 (REVISED) NO. #2 CHECKED "12"
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				
Ranger	39060/10419 NIL		INST.	NIGHT	ON TYPE		TOTAL
					SOLO	DUAL	SOLO DUAL
			1	1	5	19	5 31

COMMAND
4
2
1
7
4
2
1
MONTH
FORCED LANDING
TAXYING
LANDING
TAKE OFF
FLIGHT
STATRY
FATAL
INJ
3RD
5
STAGE OF FLIGHT

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 W N

PURPOSE OF FLIGHT:

Solo Practice -17,22,27

NATURE OF ACCIDENT:

Whilst landing, checked glide late,
a/c struck ground - went around
again with port wheel missing.

TECHNICAL OFFICER'S REPORT:

NIL.

LH/19542/054

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Two reliable instructors who saw the accident, are
of the opinion that the first landing was not
heavy enough to cause damage, so feel that the a/c
may have weakened previously.

CLASSIFICATION:

~~40. Heavy landing - flying into ground.~~

4 Heavy

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

NIL.