

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 B.G.S. Picton	COM. 1	PLACE M.A.	DATE 20-12-48	TIME 1105
A/C TYPE ANSON II		NO. 7300	CRASH CAT. "D"	H.Q. FILE 1100-73-00
		S.E.	M.E.	DAY NIGHT
			x	x

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Reinbark, L.	SGT	1397391	P	Uninj.	NO. A.208	DATE 20-12
Hislop, S.R.	LAC	1802438	NAV	Uninj.	D 14 (REVISED)	
Fery, E.T.	SGT	1253706	NAV	Uninj.	NO.	CHECKED
					# 46.	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
Jacobs L-6MB	10095/26841 Nil	INST.	NIGHT	ON TYPE		TOTAL	
	2952/16773 Nil			SOLO	DUAL	SOLO	DUAL
		36	26	123	92	165	142

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 2

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

7
4
2
1
7
4
2
1
FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJURY
3rd
5
2

PURPOSE OF FLIGHT:

High Level Bombing.

NATURE OF ACCIDENT:

A/C was turning prior to taxiing for take off when a strong gust of wind of approx. 60 mph. lifted tail of a/c with result it was tipped up on nose.

CLASSIFICATION:

~~37. Miscellaneous.~~

11. Other

11

SECONDARY OR CONTRIBUTORY FACTORS:

~~36. Nosing Up.~~

TECHNICAL OFFICER'S REPORT:

Nil.

7/12/19 11/12/19

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Remarks of Unit C.O.

Wind was blowing from back of hangars and space between hangars formed a funnel which caused strong turbulent air currents on tarmac. Nobody to blame.

ACTION TAKEN:

Nil.