

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 S.F.T.S. Kingston	COM. 1	PLACE R.L.G. Gananoque	DATE 30-1-44	TIME 0220
A/C TYPE HARVARD II\$		No. 2945	CRASH CAT "D"2	H.Q. FILE 1100-29-45
		S.E. X	M.E.	DAY
				NIGHT X

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
SCHOFIELD, R.A.	F/D	152394	FI	Uninj.	No.	DATE
KNIGHT, L.W.	ALA	112814	PP	Uninj.	C.12	30-1
					D 14 (REVISED)	
					No.	CHECKED
					8	<input checked="" type="checkbox"/>
					#83	

MONTH

STAGE OF FLIGHT

7
6
5
4
3
2
1
FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATARY
FATAL
INJ.
3rd
INJURY

TYPE OF A/C
TYPE OF UNIT
CATEGORY

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Wasp S3HI	4294/8435 Nil	59	59	580	165	610	190
		13	5	18	25	50	58

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 Z

PURPOSE OF FLIGHT:

Night circuits and landings.

TECHNICAL OFFICER'S REPORT:

Nil

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

LH/PSHL/E ✓

Attempting a night landing using full flap in cross wind blowing to stbd. Final approach was without throttle due to a slight overcast. Allowed wheels to bounce and a/c ballooned 5 or 6 feet and started to drift. Eased back on control column and made no attempt to use throttle and used opposite rudder to pick up the stbd wing which dropped violently and picked it up partly, but not sufficiently to prevent a/c falling on the wing tip.

CLASSIFICATION:

~~2. Pilot error.~~

A Heavy

SECONDARY OR CONTRIBUTORY FACTORS:

~~4. Heavy landing flying into ground.~~

ACTION TAKEN:

Nil