

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 62

ACCIDENT CLASSIFICATION

| | | | | | | | | | |
|--------------------------------------|--|---------------------------|-----------------------|-----------------------|---------------------|------------------|-------------------------------------|---|-----------|
| UNIT 6 S.F.T.S. Dunnville | | COM. 1 | PLACE M.A. | | DATE 16-2-44 | TIME 2050 | | | |
| A/C TYPE HARVARD II | | No. 2870 | CRASH CAT. "A" | | S.E. X | M.E. | DAY | NIGHT X | |
| PERSONNEL | | RANK | NUMBER | DUTY | INJURIES | | SIGNAL | | |
| GREEN, S.J. | | NZ | LAC | 431173 | PP | Fatal | No. A.3004 | DATE 17-2 | |
| | | | | | | | D 14 (REVISED) | | |
| | | | | | | | No. 3 | CHECKED <input checked="" type="checkbox"/> | |
| | | | | | | | #26 CR / 1 / 1 K/T | | |
| ENGINE | | ENGINE NUMBER (S) | | HOURS FLOWN BY PILOTS | | | | | |
| Wasp S3HI | | 4410, 8551 totally | | INST. | NIGHT | ON TYPE | | TOTAL | |
| | | | | | | SOLO | DUAL | SOLO | DUAL |
| | | | | 20 | 5 | 16 | 44 | 46 | 79 |

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
 INJ. 3rd
 INJURY 5

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 62

PURPOSE OF FLIGHT:

Night circuits.

TECHNICAL OFFICER'S REPORT:

ILOC/PDF/NII/CH ✓

AOL NIL

NATURE OF ACCIDENT:

Pupil doing an approach for a landing COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

was given a signal at about 400' not FINDINGS:

SUMMARY No. 2270

to land. He proceeded to fly straight for about 500yds then began to turn to the left and lose height until he struck the ground at the windward end of the flare path. A/C exploded on impact and burnt out.

CAUSE

Inability to maintain equilibrium at night by instruments or sensory aid.

CONCLUSIONS OF A.I.B.

Inability of pupil pilot, on first solo on type at night, to maintain equilibrium on instruments. Pupil probably became confused when aerodrome control officer ordered him around again following failure to flash signal with landing lights on approach to land.

CLASSIFICATION:

~~21. Inability to maintain equilibrium.~~

19. Out of control (19)

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Nil.