

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. 3	PLACE M.A.	DATE 22-2-44	TIME 1505
A/C TYPE HARVARD II		NO. 2829	CRASH CAT. "D"2	H.Q. FILE 1100-88-29
		S.E. x	M.E.	DAY x
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
RATTRAY, J.S.	F/O	149312	P	Uninj.	NO.	DATE
LOCK, P.D.	ALA	113272	PP	Uninj.	C.25	22-2
					D 14 (REVISED)	
					NO.	CHECKED
					5	1/1
					#40R	2/2

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
Wasp S3HI	10032/5085 slight	INST.		ON TYPE		TOTAL	
		NIGHT	SOLO	DUAL	SOLO	DUAL	
		62	152	1464	6	1697	134
		15	8	22	33	45	71

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

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

7
4
2
1
7
4
2
1
1
FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATIONARY
FATAL
INJ.
3RD
INJURY
5
2

1470

#40R 2/2

1831

PURPOSE OF FLIGHT:

Dual instruction flight.

TECHNICAL OFFICER'S REPORT:

NIL

~~LM / ANT / AMI / ALVI / WIA / WIV~~

NATURE OF ACCIDENT:

Was flying a/c from the front seat. Pupil tried a forced landing from back seat, but when instructor opened throttle to go round again he noticed that the a/c was juddering just on the point of stall, and not climbing at all. Eventually got the flaps up to 20° and climbed 200'. The speed on the way back was 100 knots with 30" and 22 revs. Both the wings and the windscreen were badly iced up. A/C touched down wheels first with a little throttle on. Closed throttle and tail dropped.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

LM / ANT / AMI / ALVI / WIA / WIV ✓

CLASSIFICATION:

Wheels hit drift and a/c nosed up.

47. Weather.

19. Out of Control

(19)

SECONDARY OR CONTRIBUTORY FACTORS:

2. Hitting obstruction.

36. Nosing up.

ACTION TAKEN:

NIL