

ACCIDENT CLASSIFICATION

UNIT 31 S.F.T.S. Kingston	COM. 3	PLACE M.A.	DATE 24-2-44	TIME 1715				
			H.Q. FILE 1300-AJ556					
A/C TYPE HARVARD II	No. AJ556	CRASH CAT. "D"1	S.E. X	M.E.	DAY X	NIGHT		
PERSONNEL	RANK	NUMBER	DUTY	INJURIES		SIGNAL		
TURNER, J.D.	ALA	112383	PP	Uninj.		No. DATE C.26 2502		
						D 14 (REVISED)		
						No. CHECKED 6		
						#46 CR 1/1		
ENGINE	ENGINE NUMBER(S)		HOURS FLOWN BY PILOTS					
asp S3HI	9343/161	slightly	INST.	NIGHT	ON TYPE		TOTAL	
					SOLO	DUAL	SOLO	DUAL
			16	7	24	36v	44	71

COMMAND
MONTH
STAGE OF FLIGHT

7
4
2
1
7
4
2
1
FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
3RD
5
RAF
M

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

General solo practice flight.

TECHNICAL OFFICER'S REPORT:

~~LCB/T/XG~~

NIL

LS / PSS / XGM ✓

NATURE OF ACCIDENT:

Pilot approached the field on the runway on the right of the ACP van with the throttle closed. Rounded out bounced slight, opened the throttle and touched down on 3 points, about 3/5 of the way down runway as far as pilot could judge. As he landed the a/c swung to the right owing to soft snow on runway. Corrected the swing but was travelling too fast to keep straight along the runway. Wheels got stuck in snow up to the axles and a/c turned

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

Remarks of Unit C.O.

The aerodrome had been reported to me as being in a bad condition owing to melting snow. After inspection I decided to carry on flying but in view of the difficult landing conditions I feel that the pupil should be given the benefit of the doubt and no disciplinary action taken.

SUMMARY No.

CLASSIFICATION: up onto its nose.

~~61. Swinging on landing.~~

2. Swung

(2)

SECONDARY OR CONTRIBUTORY FACTORS:

~~36. Nosing up.~~

ACTION TAKEN:

NIL