

102 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 I.R.L.G. GANANOQUE	DATE 24-3-44	TIME 1550
A/C TYPE HARVARD II		No. 3052	CRASH CAT. "C"	H.Q. FILE 1100-30-52
		S.E. X	M.E.	DAY X
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
CUBITT, H.E.	SGT	1803206	FI	Uninj.	No.	DATE
SCOTT, J.M.	ALA	582442	PP	Uninj.	G50	24-3
					D 14 (REVISED)	
					No.	CHECKED
					8	/
					#51	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Wasp S3HI	5087/10134 Nil	60	50	350	100	450	150
		7	3	-	9	22	43

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 N

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

4  
2  
1  
7  
4  
2  
1  
FORCED LANDING  
TAXYING  
LANDING  
TAKEOFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
3RD  
INJURY  
5  
N

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Instructional - circuits and landings.

NIL

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

Was coming in to land and hit wheels first without any appreciable drift. FINDINGS:

SUMMARY No.

Next thing pilot knew he was off runway and right wing was in the mud. Pupil made correction for drift but hit the ground wheels first. Bounced and he then went haywire, shoving the control column forward and to one side of the cockpit. Pulled out but the wing hit mud.

LH/PSAK/I ✓

CLASSIFICATION:

40. Heavy landing - flying into ground.

(4)

SECONDARY OR CONTRIBUTORY FACTORS:

32. Pilot error.

ACTION TAKEN:

Log book endorsed.