

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

ACCIDENT CLASSIFICATION

UNIT 2 S.F.T.S. Uplands	COM. 3	PLACE M.A.	DATE 3-4-44	TIME 1635
A/C TYPE HARVARD II		NO. 2820	CRASH CAT. "C"	H.Q. FILE LI00-28-20
S.E. X	M.E.	DAY X	NIGHT	

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
ELLIS, R.A.	LAC	U199164	P	Uninj.	NO. A.33	DATE 4-4
					D 14 (REVISED)	
					NO. 2	CHECKED <input checked="" type="checkbox"/>
					8	

MONTH

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Wasp S3HI	4414/8555 Nil	10	3	3	8	29	51

STAGE OF FLIGHT

7
2
1
7
4
2
1
FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STRATV
FATAL
INJ.
INJURY
3RD
S
N

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

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Seq. 11,12,13, and 20.

NIL

NATURE OF ACCIDENT:

While landing student touched down with wing down to counteract drift. The a/c swung to right but necessary corrective action was not taken soon enough to stop swinging and port oleo collapsed.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~35. Cross winds and gusts.~~

2. *Swung*

SECONDARY OR CONTRIBUTORY FACTORS:

~~61. Swinging on landing.~~

25. ~~Inexperience.~~

ACTION TAKEN:

NIL