

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 23-4-44	TIME 1010
A/C TYPE HARVARD II		No. 3235	CRASH CAT. "D"1	H.Q. FILE 1100-32-35
		S.E. x	M.E.	DAY x
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
JOHNSON, K.	F/S	576267	FI	Uninj.	No. C82	DATE 23-4
WEST, K.	ALA	582009	PP	Uninj.	D 14 (REVISED)	
					No. 7	CHECKED <input checked="" type="checkbox"/>
					#95	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS			
		INST.	NIGHT	ON TYPE	
Wasp S3H1	8576/4435 Nil			60	95
				SOLO	DUAL
		56	72	566	109
		12	1	17	23
				SOLO	DUAL
				665	166
				39	56

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
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ
3RD
5

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

LH/ART/PSHH ✓

Dual instructional flightss

NIL

NATURE OF ACCIDENT:

Landing accident. Weather conditions were good, no gustiness. Pupil was practising a flapless landing approaching at 85 knots.. Felt a/c start to mush and tried to get throttle on, but before pilot could do so, the stbd wing dropped and hit the ground. A/C swung to right and tipped up on its nose just before coming level with leeward end of runway.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~40. Heavy landing - flying into ground.~~

2. *Swung* 2

SECONDARY OR CONTRIBUTORY FACTORS:

~~38. Ground loop.~~

ACTION TAKEN:

~~36. Nosing up.~~

NIL