

62 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 28-4-44	TIME 1545
A/C TYPE HARVARD IIB		NO. FE736	CRASH CAT. "B"	H.Q. FILE 1300-FE736
S.E. x		M.E.	DAY x	NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
WEBSTER, I.S.	ALA	112085	PP	Cut right hand	NO. C92	DATE 28-4
					D 14 (REVISED)	
					NO. 10	CHECKED
					#117	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
Wasp ANI	15011/42/20374 Nil			SOLO	DUAL	SOLO	DUAL
		14	8	21	27	44	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 X

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

T
4
2
1
7
4
2
1
1
FORCED LANDING
TAXYING
LANDING
TAKEOFF
FLIGHT
STATRY
FATAL
INJ
380
INJURY
5
M X

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT: 22/11/57 / W W G V

Solo cross country.

NIL

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Pilot made a full flap glide approach at A/S 85 m.p.h. A great deal of right rudder was necessary to correct for the excessive drift. As pilot levelled out he put the a/c straight down on runway with left rudder and dropped the right wing. Just as the a/c was in the three point position and about to touch down a gust of wind lifted her. Immediately pilot applied throttle and cut it as a/c landed. On landing a/c began to ground loop to right off runway. Applied full left rudder, when this

CLASSIFICATION: proved ineffective pilot applied full left brake.

~~35. Cross winds and gusts.~~

2. Swing 2

SECONDARY OR CONTRIBUTORY FACTORS:

~~37. Nosing up,~~

ACTION TAKEN:

NIL