

162 ( ) 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 <b>36 O.T.U. Greenwood</b>	COM. <b>E</b>	PLACE <b>M.A.</b>	DATE <b>18-4-44</b>	TIME <b>1325</b>
A/C TYPE <b>MOSQUITO II</b>		NO. <b>KB320</b>	H.Q. FILE <b>1300-KB320</b>	
		CRASH CAT. <b>"B"</b>	S.E.	M.E. <b>x</b>
			DAY <b>x</b>	NIGHT

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
<b>VICKERS-WILLIS, J.J.</b>	<b>F/O</b>	<b>AUS409626</b>	<b>P</b>	<b>Very slight (abrasion only)</b>	NO. <b>A644</b>	DATE <b>19-4</b>
					D 14 (REVISED)	
					NO. <b>3</b>	CHECKED
					<b>#4</b>	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER(S)	HOURS FLOWN BY PILOTS								
		DAY	NIGHT	SOLO	DUAL					
<b>Merlin 31</b>	<b>A267698/A, 849</b>	<b>serious</b>	<b>74</b>	<b>60</b>	<b>1</b>	<b>6</b>	ON TYPE		TOTAL	
	<b>A267689/A3835</b>						<b>"</b>	<b>SOLO</b>	<b>DUAL</b>	<b>SOLO</b>
								<b>1010</b>	<b>145</b>	

FORCED LANDING ( )  
TAXIING ( )  
LANDING ( )  
TAKE OFF ( )  
FLIGHT ( )  
STAT'RY ( )  
FATAL ( )  
INJ. ( )  
3RD ( )  
5 ( )  
RAF ( )  
M ( )

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 ( ) 62 ( )

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Solo circuits and landings.

~~OSIR~~  
NIE

NATURE OF ACCIDENT:

*OSIR/GE*

Pilot on landing experienced slight drift from port which he corrected.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

In doing so he over-corrected and as he considered this a doubtful landing he decided to go around again; on opening up motors a/c swung sharply to port. Full rudder and brake were applied and pilot kept throttles open. At this period a/c was between ground-loop recovery. To prevent damage to a/c by fire pilot closed off boost which prevented full spin and stbd

CLASSIFICATION: wheel collapsed. Smoke was seen coming from stbd side and extinguishers used.

~~32. Pilot error.~~

②

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

NIL