

ACCIDENT CLASSIFICATION

UNIT 31 E.F.T.S. DeWinton	COM. 4	PLACE J. Newman's fir 1/2 Mile N of Gl dys Ridge	DATE 13-5-44	TIME 1415
A/C TYPE CORNELL	NO. FH863	CRASH CAT. "A"	S.E. X	M.E. X
			DAY X	NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
MOORE, J.	SGT	1138131	FI	Slightly Inj.	NO.	DATE
KEAY, D.D.	LAC	1569649	PP	Killed	A275	13-5
					D 14 (REVISED)	
					NO.	CHECKED
					2	<input checked="" type="checkbox"/>
					#10	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Ranger	28087, 6146 Unknown	6	44	415	34	526	169
		9	2	28	39	29	52

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

7
4
2
1
7
4
2
1
1
FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ
3rd
5
2

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Dual instruction.

NIL

1LOC/AOC/PCL/WM

NATURE OF ACCIDENT: Pilot's statement

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

After turning into wind I asked the pupil to follow me through the controls. Did same thing as before but

FINDINGS:

SUMMARY No. 2374

just after opening full throttle and as I was climbing out of field towards the S at about 30' and 70 mph I saw a twister approaching from SW. It was about 50yds away and same height as we were, when I first saw it. It was whirling round and round with dust in it. For a moment I thought it would miss me but then it seemed to come straight towards us passing the nose but striking port wing. Airspeed fell rapidly and the stbd wing dropped. A/C crashed.

CAUSE: Loss of control following stall near ground, contributory factor - turbulent air (miniature tornado).

RECOMMENDATIONS: Danger in practising precautionary landings in turbulent air conditions should be stressed to all pilots and pupils. They should avoid running into miniature tornados by maintaining a careful lookout for them. A safe margin of airspeed above stalling point should be maintained at all times when practising exercise.

CLASSIFICATION:

CONCLUSIONS OF A.I.B. Loss of control caused when a/c encountered a twister at low altitude during the pull-out from a precautionary landing approach.

~~15~~
~~14. Disobedience of standing orders.~~

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

NOTE: See summary 2374.

49. Weather.

41 *Disobedience of Orders*