

ACCIDENT CLASSIFICATION

UNIT <b>31 S.F.T.S.</b>	COM. <b>3</b>	PLACE <b>R.1 Gananoque</b>	DATE <b>28-6-44</b>	TIME <b>0405</b>
<b>Kingston</b>			H.Q. FILE <b>1300-AJ58a</b>	
A/G TYPE <b>HARVARD II</b>	NO. <b>AJ581</b>	CRASH CAT. <b>"B"</b>	S.E. <b>X</b>	M.E.
			DAY	NIGHT <b>X</b>

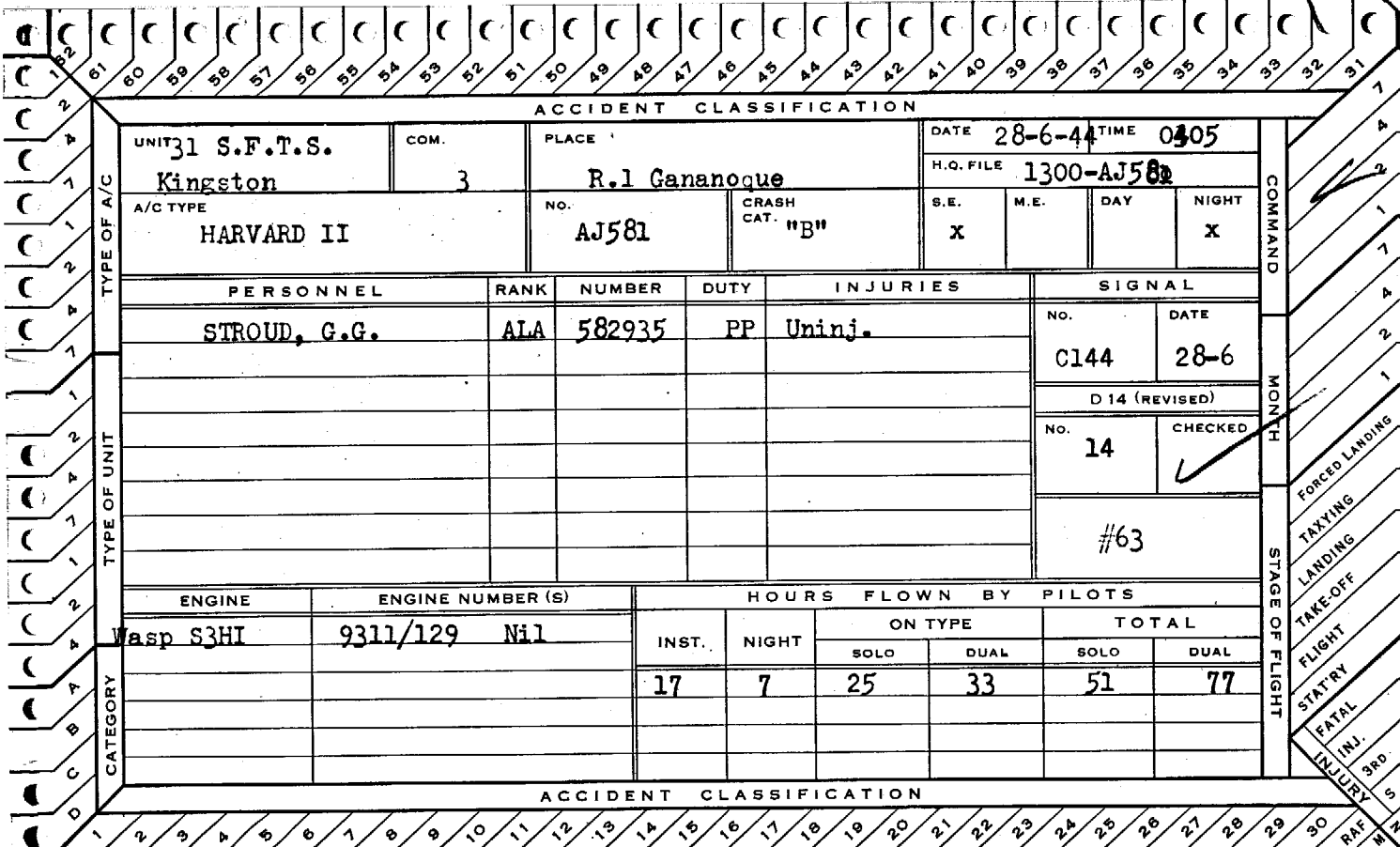
PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
<b>STROUD, G.G.</b>	<b>ALA</b>	<b>582935</b>	<b>PP</b>	<b>Uninj.</b>	No. <b>C144</b>	DATE <b>28-6</b>
					D 14 (REVISED)	
					No. <b>14</b>	CHECKED <input checked="" type="checkbox"/>
					<b>#63</b>	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
<b>Wasp S3HI</b>	<b>9311/129 Nil</b>	<b>17</b>	<b>7</b>	<b>25</b>	<b>33</b>	<b>51</b>	<b>77</b>

ACCIDENT CLASSIFICATION

COMMAND  
MONTH  
STAGE OF FLIGHT

- FORCED LANDING
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STATIONARY
- FATAL
- INJ.
- INJURY
- 9RD.
- RAF
- M
- X



PURPOSE OF FLIGHT:

Solo night flying circuits.

NATURE OF ACCIDENT:

Was carrying out second session of night circuits solo and had just carried out an overshoot and was coming in for last landing. Having undershot before, pilot left on about 13" of boost and then closed throttle on cross wind leg. This was not far enough back to allow the warning horn to blow so pilot continued on with circuit with wheels up and made a wheels up landing.

CLASSIFICATION:

7. Others.

SECONDARY OR CONTRIBUTORY FACTORS:

U/C drill - in air.

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TECHNICAL OFFICER'S REPORT:

NIL

LUC / PCDF / UC DL ✓

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

ACTION TAKEN:

Log book endorsed and 14 days C.C.