

ACCIDENT CLASSIFICATION

UNIT <b>4 W.S. St. Catharines</b>	COM. <b>1</b>	PLACE <b>M.A.</b>	DATE <b>30-6-44</b> TIME <b>1210</b>
A/C TYPE <b>YALE</b>		NO. <b>3464</b>	H.Q. FILE <b>1100-34-64</b>
		CRASH CAT. <b>"D"</b>	S.E. <input checked="" type="checkbox"/> M.E. <input type="checkbox"/> DAY <input checked="" type="checkbox"/> NIGHT <input type="checkbox"/>

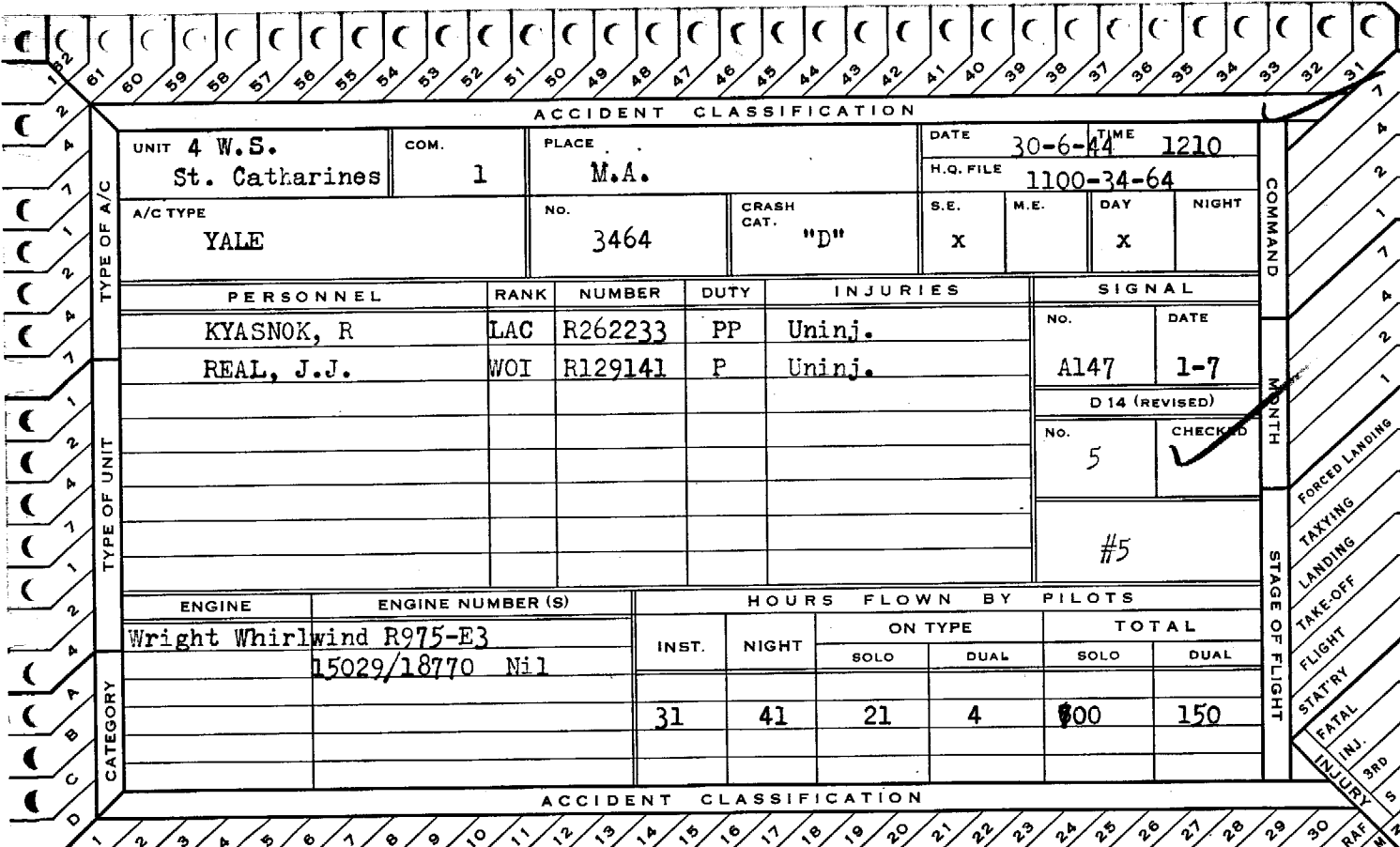
PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
KYASNOK, R	LAC	R262233	PP	Uninj.	NO.	DATE
REAL, J.J.	WOI	R129141	P	Uninj.	A147	1-7
					D 14 (REVISED)	
					NO.	CHECKED
					5	<input checked="" type="checkbox"/>
					#5	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
Wright Whirlwind R975-E3	15029/18770 Nil	INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
		31	41	21	4	000	150

ACCIDENT CLASSIFICATION

COMMAND  
MONTH  
STAGE OF FLIGHT

FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
3rd



PURPOSE OF FLIGHT:

Routine W/T exercise.

TECHNICAL OFFICER'S REPORT: LS/PSS/WWC

NIL

LS/PSS/WWC

NATURE OF ACCIDENT:

Shortly after completing three point landing the a/c started to swing to stbd. This developed into an acute ground loop despite corrective action including use of throttle. There was a fairly brisk cross wind at time of accident.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

2. Swung.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

log book endorsed.