

ACCIDENT CLASSIFICATION

UNIT 31 S.F.T.S. Kingston	COM. 3	PLACE T.A.	DATE 5-7-44	TIME 0150
A/C TYPE HARVARD II		NO. AJ585	CRASH CAT. "D"4	H.Q. FILE 1300-AJ585
		S.E. X	M.E.	DAY
				NIGHT X

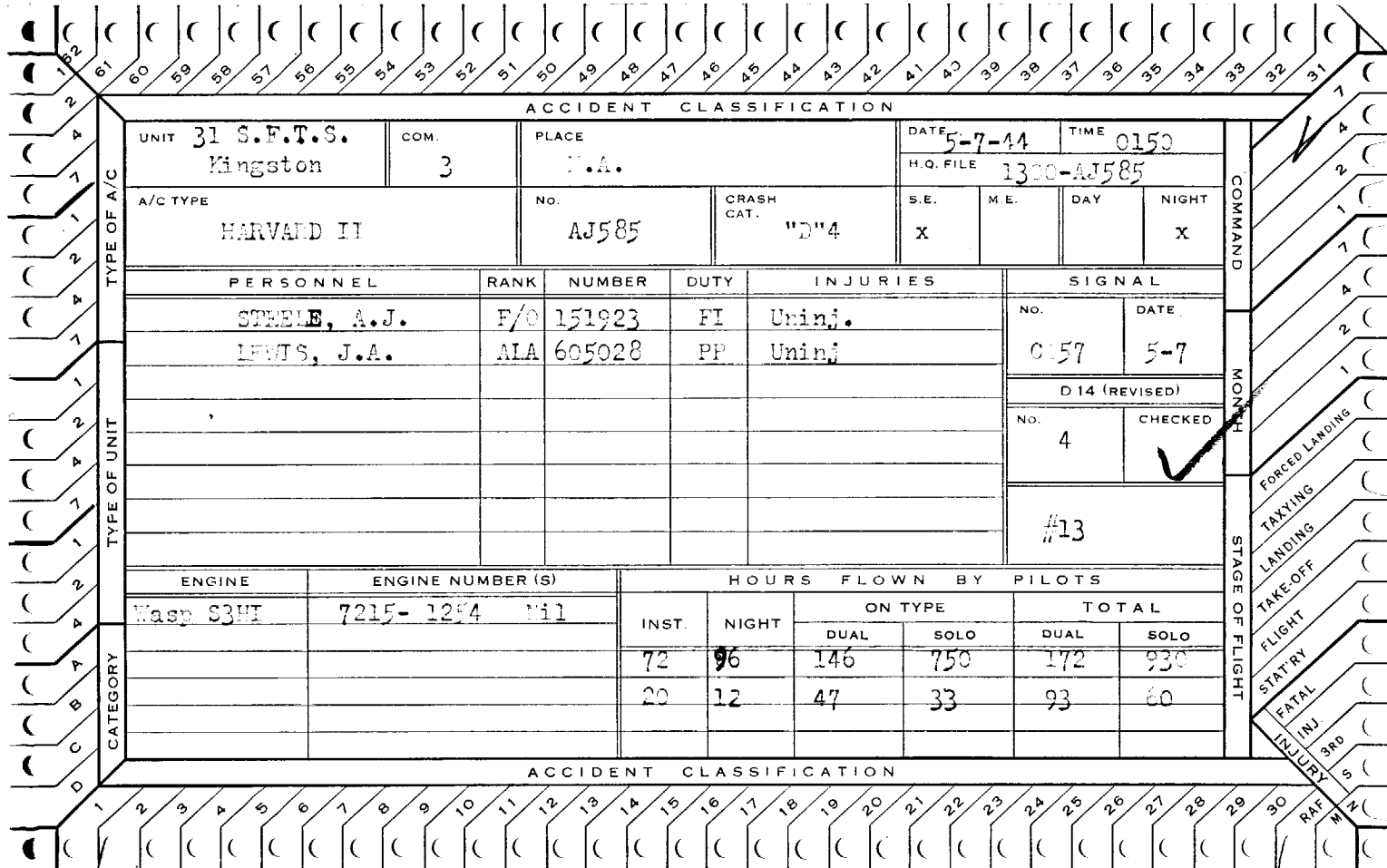
PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
STREBLE, A.J.	F/O	151923	FI	Uninj.	NO.	DATE
LEWIS, J.A.	ALA	605028	PP	Uninj.	0157	5-7
					D 14 (REVISED)	
					NO.	CHECKED
					4	<input checked="" type="checkbox"/>
					#13	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.		ON TYPE		TOTAL	
		NIGHT	DUAL	SOLO	DUAL	SOLO	
Wasp S3HI	7215- 1254 Nil	72	146	750	172	930	
		20	47	33	93	60	

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATIONARY
FATAL
INJ.
INJURY



PURPOSE OF FLIGHT:

Dual night circuits.

NATURE OF ACCIDENT:

Pilot states: At 01.50 hours on 5/7 my pupil in a/c AJ585 made a good landing almost three points on the 310 runway. After running forward some distance, the a/c started to swing to right. Pupil, applied left rudder to stop swing, but this did not seem to take effect so I applied full left rudder and some left brake. Machine still continued to swing. Then opened throttle to help straighten up but the swing continued and the left wing tip

CLASSIFICATION: scraped the ground. Left oleo leg collapsed.

2. Swung.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

Lack of braking power probably due to fracture of port oleo leg as a result of heavy landing.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No

LS / PSS / 1 / USS

ACTION TAKEN:

NIL