

62 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 7 6 5 4 3 2 1

ACCIDENT CLASSIFICATION

UNI 31 S.F.T.S. Kingston, Ont.		COM. 3	PLACE M.A.	DATE 21-7-44	TIME 0020
A/C TYPE HARVARD II		No. AJ567	CRASH CAT. "D"4	H.Q. FILE 1300-AJ567	
				S.E. X	M.E.
				DAY	NIGHT X

COMMAND

PERSONNEL		RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Ness, M.A.	P/JX	ALA	389503	P	Uninj.	No. 0175	DATE 21-7
						D 14 (REVISED)	
						No.	CHECKED
						#53	

MONTH

FORCED LANDING

TAXIING

LANDING

TAKE-OFF

FLIGHT

STRATRY

FATAL

INJ.

3RD

5

RAF

M N

TYPE OF A/C
TYPE OF UNIT
CATEGORY

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Wasp 33H1	8729/4490 Nil	21	11	42	34	89	60

STAGE OF FLIGHT

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:

Night circuits and landings.

NIL.

LS/PSS/WWC ✓

NATURE OF ACCIDENT:

No moon was visible and stars obscured by clouds. Visibility was good. I was making a normal approach 'full flap' at airspeed of 90 m.p.h. A cross wind was blowing from stb.d I made a normal round out having corrected for drift during both approach and round out. I touched down on three points and immediately "Cut" my throttle I immediately swing to right and though I applied full left rudder I was unable to correct swing and ground loop resulted.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

2. Swung.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Log Book Endorsed "Inexperience".