

ACCIDENT CLASSIFICATION

UNIT # **36 S.F.T.S. Penhold, Alta** COM. **4** PLACE **M.A.** DATE **2-7-44** TIME **1445**
 H.Q. FILE **1300-BG331**

A/C TYPE **OXFORD II** NO. **BG331** CRASH CAT. **"A"** S.E. M.E. DAY NIGHT
x x

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Lawrence, J.H.	NZ LAC	4214286	PP	Seriously Inj.	NO. T148	DATE 2-7-44

D 14 (REVISED)	
NO. 3	CHECKED
# 2	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		ON TYPE		TOTAL			
Cheetah	AS18432/A128326 Seriously AS41237/A179156 "	INS	NIGHT	DUAL	SOLO	DUAL	SOLO
		36	21	67	41	104	76

TYPE OF A/C: 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

TYPE OF UNIT: 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

CATEGORY: D, C, B, A

COMMAND: 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

MONTH: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

STAGE OF FLIGHT: FORCED LANDING, TAXIING, LANDING, TAKE-OFF, FLIGHT, STATRY, FATAL, INJ, INJURY

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PURPOSE OF FLIGHT:

Formation flight.

NATURE OF ACCIDENT:

After attempting to land, the pilot of this a/c took overshoot procedure. On reaching a height of about 150' with wheels up and flaps down, puffs of smoke were seen to be coming from stbd engine. The a/c then yawed to the right, the right wing dropped and a/c dived into the ground. The behaviour of the engine and manipulation of engine controls before the accident are believed to have been normal.

CLASSIFICATION:

19. Out of control.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

Examination revealed no apparent defect.

OOC/R/AOP/PSF/O/E/PCDE/ES/MC/PH/0

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 202

For Circumstances see Report 202.

CONCLUSIONS OF A.I.B.

The accident was due to the pilot stalling a/c while taking overshoot action. The stalling aggravated by the failure of the stbd engine. Engine failure was due to mishandling of controls.

CONCLUSIONS OF C.I. ACCIDENTS

I agree. This pilot should be thoroughly checked before being allowed to continue training.

ACTION TAKEN:

Pending investigation.