

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

ACCIDENT CLASSIFICATION

UNIT 3 W.S. Winnipeg, Man.	COM. 2	PLACE Stevenson Field	DATE 12-7-44	TIME 1030
A/C TYPE YALE	No. 3425	CRASH CAT. "D"	H.Q. FILE 1100-34-25	
			S.E. X	M.E. DAY X NIGHT

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL
Bland, E.A.	S/L	01445	P	Uninj.	NO. DATE
Harwood, H.J.E.	P/O	144925	2P	Uninj.	A123 12-7
					D 14 (REVISED)
					NO. CHECKED
					#1

MONTH

FORCED LANDING

STAGE OF FLIGHT

TAXYING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
INJURY 3RD  
INJURY 5

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Wright "bird" - wind R975E3	15160/18606 Nil.	60	125	2	20	150	1475
		39	21	2	52	120	129

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:

Pilot being flight checked.

TECHNICAL OFFICER'S REPORT:

Nil. **LS/PSS/USS**

NATURE OF ACCIDENT:

Staff pilot was being given a check by visiting staff officer, and was in front seat with control. He landed the a/c and was slowing down when a swing occurred which second pilot was unable to correct with rudder. Second pilot states that no brake was used. A/C started to skid and left oleo leg buckled, causing some damage to port wing. Swing had developed before examining officer able to take control. A/C was fully serviceable in six hours.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

2. Swung.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Nil.