

ACCIDENT CLASSIFICATION

UNIT 14 S.F.T.S. Kingston	COM. 3	PLACE M.A.	DATE 24-8-44	TIME 0330
A/C TYPE HARVARD II		No. 3033	CRASH CAT. "D"1	H.O. FILE 1100-30-33
		S.E. x	M.E.	DAY
				NIGHT x

COMMAND

MONTH

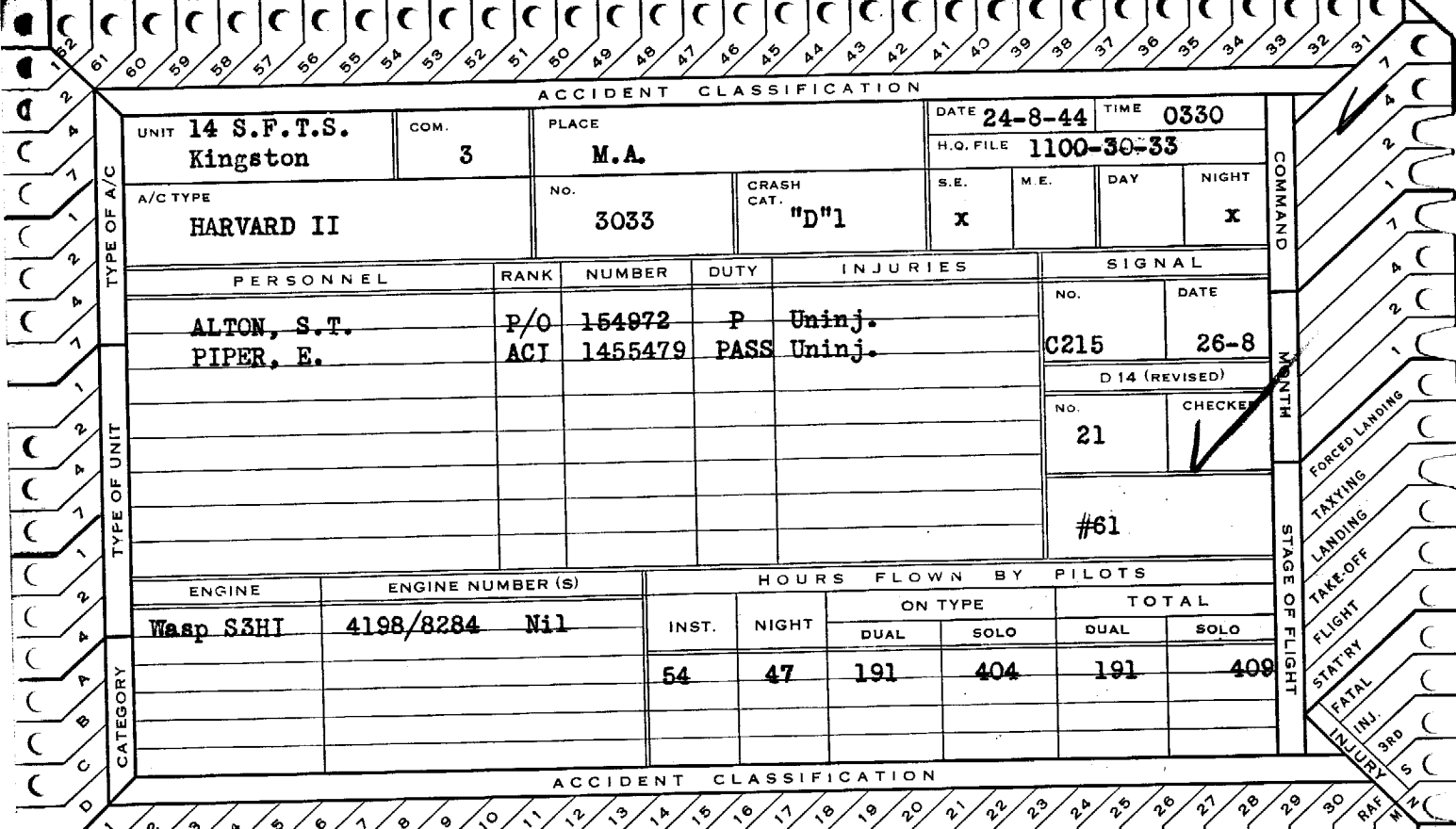
STAGE OF FLIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
ALTON, S.T.	P/O	164972	P	Uninj.	No. C215	DATE 26-8
PIPER, E.	ACT	1455479	PASS	Uninj.	D 14 (REVISED)	
					No. 21	CHECKED <input checked="" type="checkbox"/>
					#61	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
Wasp S3HI	4198/8284 Nil			DUAL	SOLO	DUAL	SOLO
		54	47	191	404	191	409

ACCIDENT CLASSIFICATION

- FORCED LANDING
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STAIRY
- FATAL
- INJ.
- INJURY
- 3RD
- 5
- N



PURPOSE OF FLIGHT:

Night flying weather patrol.

TECHNICAL OFFICER'S REPORT:

LH/PSHH/XLM ✓

NIL

NATURE OF ACCIDENT:

Pilot states: Was coming into land after carrying out duty as weather patrol and rounded out but misjudged my height and dropped a wing just before touching down. Applied engine and opposite rudder immediately to new electric flare path recently installed on this aerodrome which causes the tendency to round out too high.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

2. Swung.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Log book endorsed "Error of judgment".