

ACCIDENT CLASSIFICATION

UNIT <b>14 S.F.T.S. Kingston, Ont</b>	COM. <b>3</b>	PLACE <b>M.A.</b>	DATE <b>23-9-44</b>	TIME <b>1345</b>
A/C TYPE <b>HARVARD II</b>		NO. <b>FE328</b>	CRASH CAT. <b>"D"2</b>	H.Q. FILE <b>1300-FE328</b>
		S.E. <b>X</b>	M.E.	DAY <b>X</b>
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
<b>ROBERTS, G.W.</b>	<b>F/O</b>	<b>J38917</b>	<b>P</b>	<b>Uninj.</b>	NO. <b>C225</b>	DATE <b>24-9</b>
					D 14 (REVISED)	
					NO. <b>7</b>	CHECKED <input checked="" type="checkbox"/>
					<b>#31</b>	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
<b>Wasp S3HI</b>	<b>4106/8023 Nil</b>	<b>63</b>	<b>48</b>	<b>130</b>	<b>490</b>	<b>170</b>	<b>535</b>

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXIING

LANDING

TAKE-OFF

FLIGHT

STATRY

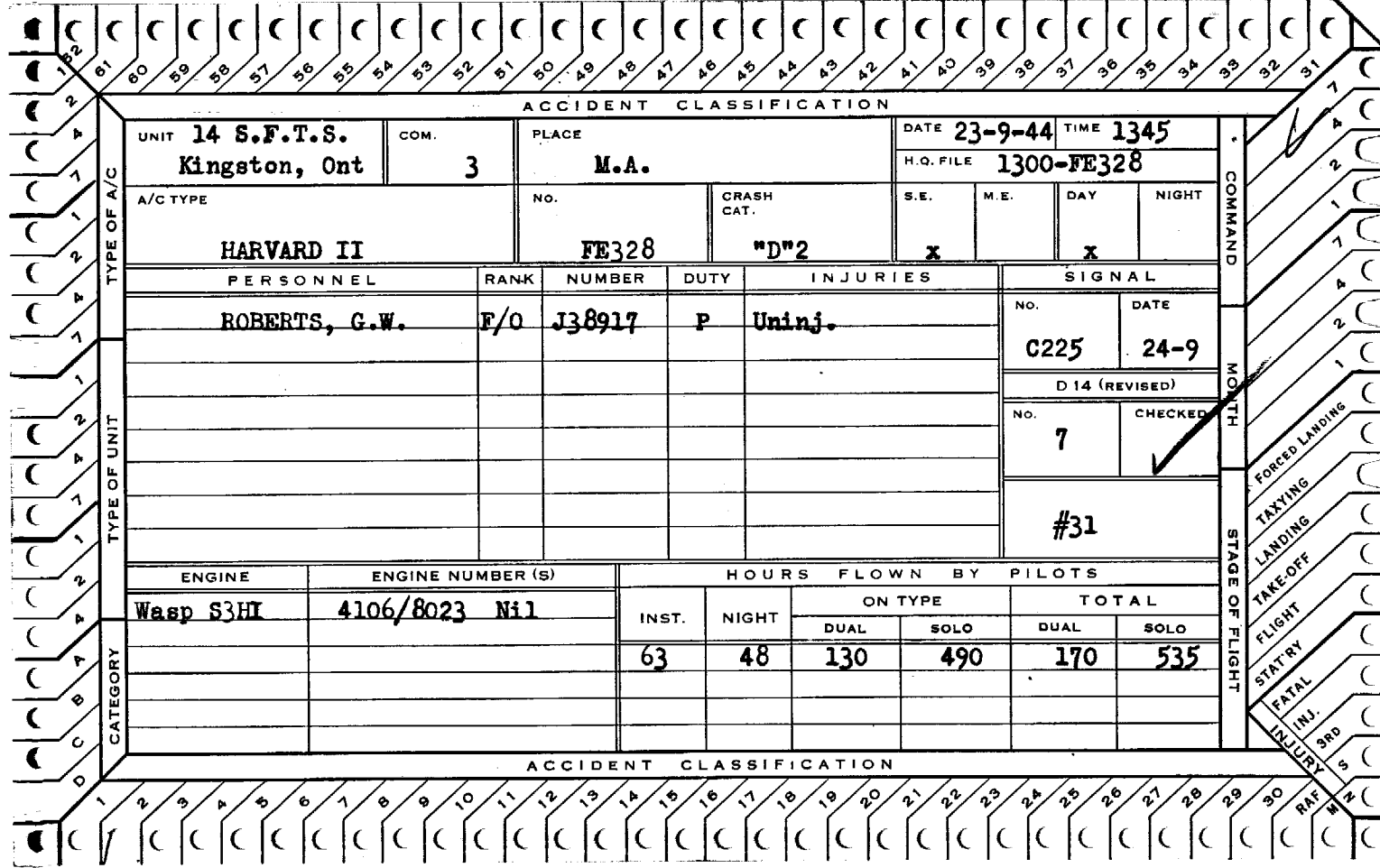
FATAL

INJ.

INJURY

3RD

5



PURPOSE OF FLIGHT:

F.X.G.P. armament.

NATURE OF ACCIDENT:

While landing on #3 runway pilot rounded out and a/c ran along runway with left wing down. Applied left brake and rudder and in doing so his foot got caught, siezing left brake and starting a/c in violent ground loop. Applied right brake also to stop swing, heping to get left foot out, but before he could a/c nosed up.

CLASSIFICATION:

2. Swung.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

LM / PCM / PM / VBP ✓  
ANT

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

ACTION TAKEN:

NIL