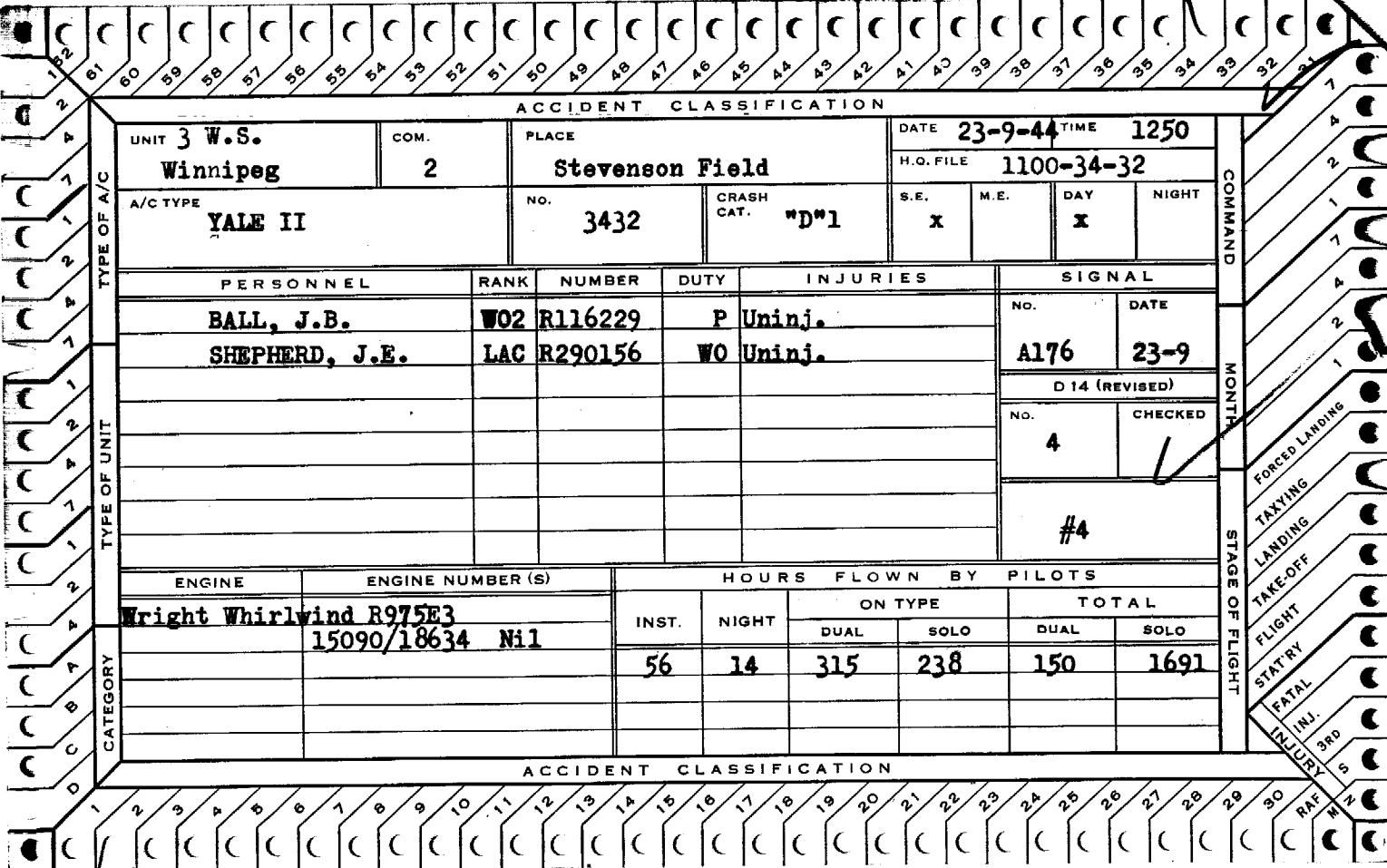


ACCIDENT CLASSIFICATION

UNIT 3 W.S. Winnipeg	COM. 2	PLACE Stevenson Field	DATE 23-9-44 TIME 1250						
A/C TYPE YALE II		NO. 3432	CRASH CAT. "D"1	S.E. X	M.E.	DAY X	NIGHT		
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
BALL, J.B.		WO2	R116229	P	Uninj.		No. Al76 DATE 23-9		
SHEPHERD, J.E.		LAC	R290156	WO	Uninj.		D 14 (REVISED)		
							No. 4 CHECKED <input checked="" type="checkbox"/>		
							#4		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Wright Whirlwind R975E3		15090/18634 N11		INST.	NIGHT	ON TYPE		TOTAL	
						DUAL	SOLO	DUAL	SOLO
				56	14	315	238	150	1691

COMMAND MONTH STAGE OF FLIGHT
 1 2 3 4 5 6 7 8 9 10 11 12
 FORCED LANDING
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STAT'RY
 FATAL
 INJ.
 3RD
 5
 1

ACCIDENT CLASSIFICATION



PURPOSE OF FLIGHT:

Wireless exercise

TECHNICAL OFFICER'S REPORT:

LS | PSS | USS | WWC

NATURE OF ACCIDENT:

NIL

Pilot had completed a two hour W/T exercise and was carrying out a cross-wind landing owing to unserviceability of E/W runway. The pilot was crabbing into wind to counteract the drift, as he straightened out to land he picked up more drift and a strong gust of wind of 20-30 m.p.h. threw the a/c over onto port wing tip. The a/c was then heading for parked Oxford a/c near runway so pilot applied hard right rudder and brake causing the a/c to swing violently to right

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

away from parked a/c into soft ground, causing stbd oleo leg to buckle.

2. Swung.

SECONDARY OR CONTRIBUTORY FACTORS:

34. U/C strain.

ACTION TAKEN:

NIL