

ACCIDENT CLASSIFICATION

UNIT **No. 3 W.B.** COM. **2** PLACE **N/W end of Runway** DATE **7-10-44** TIME **10:10**
 H.Q. FILE

A/C TYPE **W/T YALE II** NO. **3374** CRASH CAT. **"E"** S.E. **X** M.E. DAY **X** NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
ELLIOTT, D.C.	P/O	J44911	P.	Uninj.	*NO.	DATE
AYTON, R.F. AUS.	LAC	117535	WO	Uninj.		
					D 14 (REVISED)	
					NO.	CHECKED
					1	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Wright	15104/18620	N11.					
Whirlwind			42	21	4	39	153
R975-E3							95

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UNIT COM. PLACE DATE TIME H.Q. FILE A/C TYPE NO. CRASH CAT. S.E. M.E. DAY NIGHT

PERSONNEL RANK NUMBER DUTY INJURIES SIGNAL ENGINE ENGINE NUMBER (S) HOURS FLOWN BY PILOTS ON TYPE TOTAL

COMMAND
 MONTH
 STAGE OF FLIGHT

FORCED LANDING
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STAFF
 FATAL
 INJURY

152 81 80 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

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 RAF M 4

PURPOSE OF FLIGHT:

Wireless Ex.

TECHNICAL OFFICER'S REPORT:

N11

LS/PSS

NATURE OF ACCIDENT:

At 1910 hrs, 7-10 was landing Yale 3374

Had approx. 30 on flap, and after rounding out airspeed was about 80 mph.

Just before touching down, left wing dropped. Put on full right rudder and throttle, but wing would not come up.

When a/c touched ground, Put on left brake and rudder, but wing stayed down;

by this time resting on ground. A/C continued to swing to right turning through 200. Got off runway, wound

up flaps, taxied to tarmac and shut off engine.

2. Swung

SECONDARY OR CONTRIBUTORY FACTORS:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

ACTION TAKEN:

Log book endorsed.