

UNIT <b>16 S.F.T.S.</b>		COM.	PLACE		DATE <b>2-5-45</b>	TIME <b>17.10</b>			
<b>Hagerstville</b>		<b>1</b>	<b>M.A.</b>		H.O. FILE <b>1100-28-15</b>				
A/C TYPE		No.	CRASH CAT.		S.E.	M.E.	DAY	NIGHT	
<b>HARVARD II</b>		<b>2815</b>	<b>"D"</b>		<b>X</b>		<b>X</b>		
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
<b>HESFORD, B.V., GR.</b>		<b>LAC</b>	<b>1810661</b>	<b>P.</b>	<b>Uninj.</b>		No.	DATE	
							<b>A.25</b>	<b>3-5</b>	
							D 14 (REVISED)		
							No.	CHECKED	
							<b>2</b>		
							<b>5</b>		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
<b>Wasp</b>		<b>4476/8715 N11</b>		INST.	NIGHT	ON TYPE		TOTAL	
<b>S3H1</b>				-	-	DUAL	SOLO	DUAL	SOLO
						<b>33.</b>	<b>2.</b>	<b>33.</b>	<b>2.</b>

ACCIDENT CLASSIFICATION

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXIING

LANDING

TAKE-OFF

FLIGHT

STATUARY

FATAL

INJ.

INJURY

3RD

5

RAF

WE

PURPOSE OF FLIGHT:

Seq. 12,13,20.

TECHNICAL OFFICER'S REPORT:

Nil

LS/PSS/USS ✓

NATURE OF ACCIDENT:

Pupil pilot made landing in condition of no wind. In putting feet up on rudder to brake a/c, a/c swung sharply. Pupil corrected, and then attempted to bring a/c back to runway. Strong application of brake caused u/c to collapse with resultant damage to stbd. wing.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

2. Swung.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Nil