

ACCIDENT CLASSIFICATION

UNIT **135 (F) Sqdn.**
Pat. Bay, B C.,

COM. **W.**

PLACE **M.A.**

DATE **24-7-45** TIME **10.30**

H.Q. FILE **1100-8-48**

A/C TYPE

KITTYHAWK

NO.

848

CRASH CAT.

"B"

S.E.

X

M.E.

DAY

X

NIGHT

TYPE OF A/C

TYPE OF UNIT

CATEGORY

PERSONNEL

RANK

NUMBER

DUTY

INJURIES

SIGNAL

GIBBS, P.L.,

CAN.

F/L J15108

P.

Uninj.

NO.

A.646

DATE

24-7

D 14 (REVISED)

NO.

1

CHECKED

1

ENGINE

ENGINE NUMBER (S)

HOURS FLOWN BY PILOTS

Allison

1071/9959

INST.

60.

NIGHT

70.

ON TYPE

DUAL

SOLO

TOTAL

DUAL

SOLO

150.

1100.

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING
 TAXYING
 LANDING
 TAKE-OFF
 FLIGHT
 STAT'RY
 FATAL
 INJ.
 3rd
 INJ.
 5th

RAF
 M/C

PURPOSE OF FLIGHT:

Solo on Type (Familiarization)

TECHNICAL OFFICER'S REPORT:

LH/PGHH/USS

Nil

NATURE OF ACCIDENT:

After touching down in a three point attitude, the a/c bounced slightly swinging to stbd. Pilot apparently applied rudder and brake too harshly, twisting port oleo leg and breaking links. A/C skidded on the port tire and rim for approximately 300 yds. where the propeller struck the runway causing the a/c to swing completely around.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

REMARKS OF UNIT C.O.:-

This Pilot has flown approx. 1000 hrs. on Tempest Typhoons and Spitfire, which have an entirely different brake system. Consequently when this Pilot applied port rudder to correct the stbd. swing he was also applying port brake, which he would not be doing in the type of a/c he is accustomed to.

CLASSIFICATION:

4. Heavy

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Nil