

ACCIDENT CLASSIFICATION

UNIT **5 O.T.U.** COM. **W.A.C.** PLACE **Boundary Bay** DATE **13-8-45** TIME **18.30**
 H.Q. FILE **1100-25-60**

A/C TYPE **HARVARD II** No. **2560** CRASH CAT. **"D"** S.E. M.E. DAY NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
TURNBULL, R.S., CAN.	G/C	J15054	P.	Uninj.	NO.	DATE
HODGSON, W.B., CAN.	W/C	C428	Instr.	Uninj.	No Sig.	
					D 14 (REVISED)	
					NO.	CHECKED
					1	
					9	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
P. & W.	4312/8453 N11						
Wasp 5341		320.	393.	1.	-	116.	994.
		125.	300.	3.	500.	120.	2800.

ACCIDENT CLASSIFICATION

COMMAND

MONTH

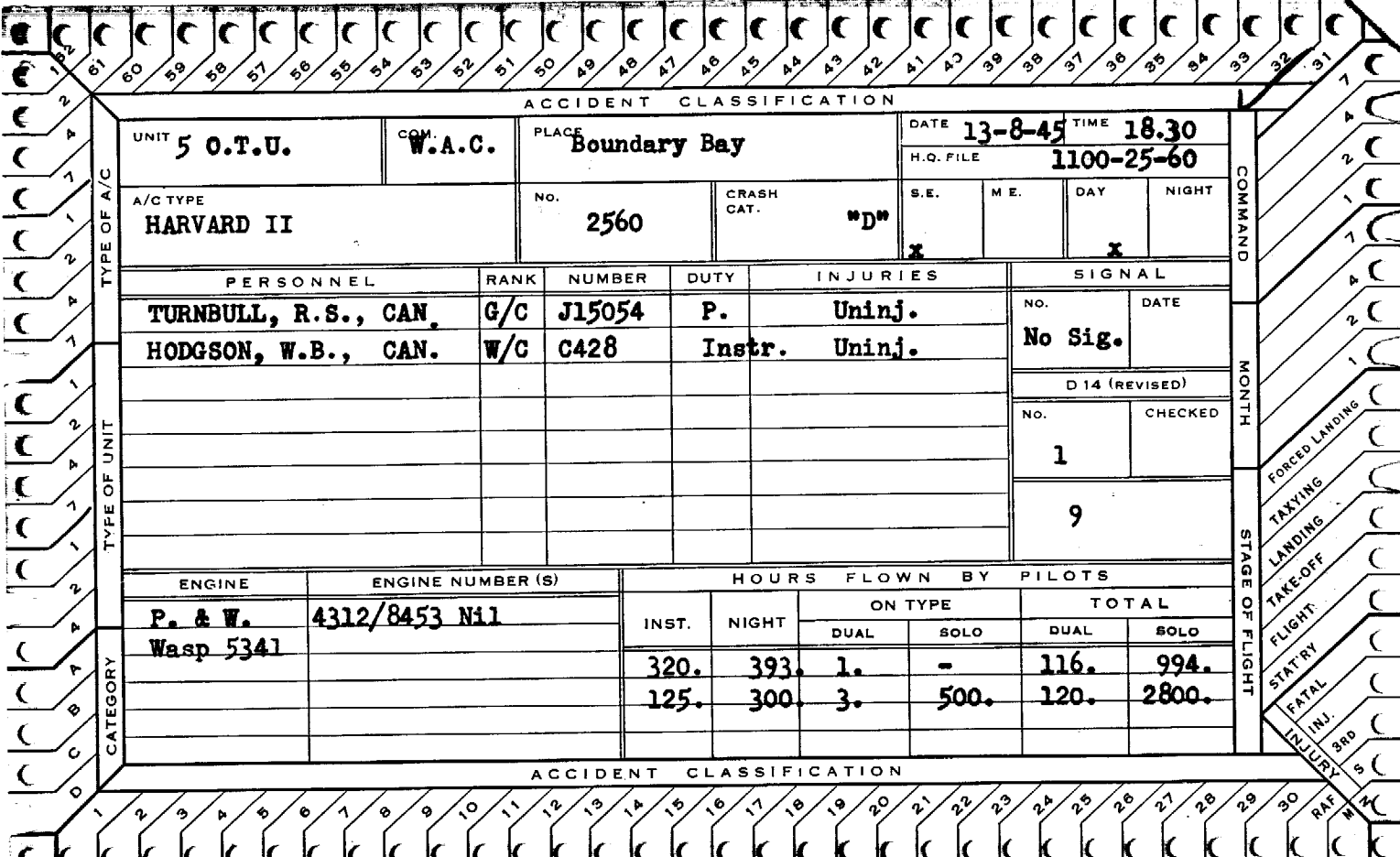
STAGE OF FLIGHT

- FORCED LANDING
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- START-UP
- FATAL
- INJ.
- INJURY
- 3rd
- 5

TYPE OF A/C

TYPE OF UNIT

CATEGORY



PURPOSE OF FLIGHT:

Dual check.

TECHNICAL OFFICER'S REPORT:

Brakes found weak when checked.

LS/PSS/USS ✓

NATURE OF ACCIDENT:

Normal approach and landing being carried

out - slight stbd. cross wind - after

touchdown a/c started to swing to stbd.

Immediate corrective measures - ie. rudder

and brake failed to stop swing. Swing

developed until port oleo collapsed. Port

brake, although put on hard, did not seem

to have any effect.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

2. Swung.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Nil