

ACCIDENT CLASSIFICATION

UNIT No.36 S.F.T.S. Penhold, Alta.		COM. # 4	PLACE M.A.			DATE 29-6-43	TIME 2300	
A/C TYPE Oxford II		NO. AS695	CRASH CAT. C 14		S.E.	M.E. X	DAY	NIGHT X
H.Q. FILE 1300-AS695								

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Webb, E.H.	LAC	1566691	PP	Nil	No. T125	DATE 30-6
					D 14 (REVISED)	
					No. 10	CHECKED <input checked="" type="checkbox"/>
					32	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
Cheetah	A27411/275125	Nil		SOLO	DUAL	SOLO	DUAL
	A226075/A23672	Nil					
		1	24	35	4	69	93

ACCIDENT CLASSIFICATION

COMMAND  
MONTH  
STAGE OF FLIGHT

4  
2  
1  
7  
4  
2  
1  
FORCED LANDING  
TAXYING  
LANDING  
TAKE OFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
INJURY  
3RD  
5  
RAF  
M  
N

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 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

TYPE OF A/C  
TYPE OF UNIT  
CATEGORY

PURPOSE OF FLIGHT:

solo night circuits & landings

TECHNICAL OFFICER'S REPORT:

NATURE OF ACCIDENT:

Wing changed very suddenly through 180° & increased from 5 to 20 m.p.h.

Pupil was carrying out an approach at time & touched down before #3 flare but owing to change of wind direction & sudden increase in wind velocity a/c ran off runway & ground looped causing port oleo leg to collapse.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

*L. 14 para. 13 (c)*

CLASSIFICATION:

~~25. Cross winds & gusts~~  
2. *Swung* 2

L.14, para. 13 (c)

It is considered that accident might have been avoided if aerodrome control pilot had displayed more initiative & kept this a/c in air until runway had been changed to meet new wind conditions.

SECONDARY OR CONTRIBUTORY FACTORS:

~~26. Ground loop~~

ACTION TAKEN:

Aerodrome Control pilot interviewed & informed of remarks in para. 13 (c) and warned as to future conduct.