

ACCIDENT CLASSIFICATION

UNIT 32 S.F.T.S.	COM. 4	PLACE M.A.		DATE 17-5-44 TIME 1000		H.Q. FILE 1300-AR872			
				A/C TYPE OXFORD II	NO. AR872	CRASH CAT. "B"	S.E.	M.E.	DAY
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
COVENEY, J.		LAC	1809788	PP	Uninj.		NO. A508	DATE 17-5	
							D 14 (REVISED)		
							NO. 2	CHECKED <input checked="" type="checkbox"/>	
							#9		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Cheetah X		AS41191/179110 slight		INST.	NIGHT	ON TYPE		TOTAL	
RC2433/A234121		"				SOLO	DUAL	SOLO	DUAL
				13	5	5	15	96	112

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAKING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJURY

TYPE OF A/C
TYPE OF UNIT
CATEGORY

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

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

PURPOSE OF FLIGHT:

Routine training flight.

TECHNICAL OFFICER'S REPORT:

NIL LH/PSHD/USH

NATURE OF ACCIDENT:

Pilot was carrying out a normal powered approach. Wind was between Nos. 1 & 3 runways. Pilot thought he had corrected for drift. On touching down he bounced, underestimated the height of the bounce and failed to use the engines. A/C stalled, struck the ground first on the stbd wing tip, then the nose of the a/c.; the port u/c was sheared and the stbd u/c collapsed.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~40. Heavy landing - flying into ground.~~

4 Heavy

SECONDARY OR CONTRIBUTORY FACTORS:

~~32. Pilot error.~~

ACTION TAKEN:

NIL