

ACCIDENT CLASSIFICATION

UNIT 36 S.F.T.S. Penhold	COM. 4	PLACE 5 miles E of Sylvan	DATE 7-7-44	TIME 1240
A/C TYPE OXFORD II		NO. AS260	CRASH CAT. "A"	H.Q. FILE 1300-AS260
		S.E.	M.E. X	DAY X
				NIGHT

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
DELANEY, P.E.	AUSLAC	436951	PP	Serious	NO. T151	DATE 7-7
					D 14 (REVISED)	
					NO. 4	CHECKED <input checked="" type="checkbox"/>
					#5	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
Cheetah X	AS42987/A226160	serious					
	AS40393/A178312	"	12	5	21	35	47
							74

FORCED LANDING
TAXIING
LANDING
TAKEOFF
FLIGHT
STATIONARY
FATAL
INJ.
3RD
SECURITY

TYPE OF A/C
TYPE OF UNIT
CATEGORY

ACCIDENT CLASSIFICATION

RAF

PURPOSE OF FLIGHT:

Solo practice stalls, steep turns,
S.E. landings and glide approach landing.

NATURE OF ACCIDENT:

A/C had crashed through a belt of trees with the engines apparently not under full power. It seems that the pilot experienced considerable loss of control in yaw and severe tail buffeting. This probably occurred at 2000' above ground level. The tendency to yaw was apparently to the right. However the pilot's story is, as yet, slightly incoherent.

CLASSIFICATION:

17. Forced landing.

SECONDARY OR CONTRIBUTORY FACTORS:

26. Engine trouble - accident.

TECHNICAL OFFICER'S REPORT:

FM/PSE/N/N
NIL

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 204

CONCLUSIONS OF A.I.B. Although nothing could be found to cause the buffeting of the tail and yawing of a/c, it is quite apparent even if this did occur, the pilot became excited and failed to try and remedy the cause by either opening up his throttles or by lowering his flaps. He also neglected to attempt an into wind landing, although he was at 2,000' when the buffeting occurred and the field that he missed was plenty large enough to land in any direction.

ACTION TAKEN:

NIL