

ACCIDENT CLASSIFICATION

UNIT 14 S.F.T.S. Kingston		COM. 3	PLACE Sandhurst aerodrome		DATE 13-8-41	TIME 1515		
A/C TYPE LYSANDER IIIA		NO. 2401	CRASH CAT. "B"		S.E. X	M.E. 	DAY X	NIGHT
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL	
CHARLES, G.A.		F/O	153521	P	Uninj.		No.	DATE
COPE, H.		LAC	1256303	PASS	Uninj.		0202	14-8
							D 14 (REVISED)	
							No.	CHECKED
							7	<input checked="" type="checkbox"/>
							#41	
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				
Mercury XV		181451/101211 Nil		INST.	NIGHT	ON TYPE		TOTAL
				DUAL	SOLO	DUAL	SOLO	
				48	29	-	154	193 461

COMMAND MONTH STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STAT'RY
FATAL
INJ.
5th
INJURY

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Local flying practice.

TECHNICAL OFFICER'S REPORT:

LH/PSHH/USH
NIL

NATURE OF ACCIDENT:

Was practicing forced landings. After having successfully completed two landings, having rather long landing runs, pilot decided to attempt to reduce this distance. Third approach was made at 75 m.p.h. down to 50 to 75ft, at which height pilot dipped nose to obtain excess speed for the round out and landing. On rounding out, the a/c dropped in three point position about 3 or 4 feet. Port wheel bumped and although the a/c did not leave ground it began to tilt to port.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY NO.

CLASSIFICATION:

4. Heavy.

rise and although pilot released brakes, this continued until the nose touched. A/C then returned to three point position. Pilot switched off gas and switches and left a/c.

SECONDARY OR CONTRIBUTORY FACTORS:

34. W/C strain.

ACTION TAKEN:

Log book endorsed "Error in judgment".