

Appendix 2.

Action immediately prior to crash-landing.

I consider this appendix as important because it details action that almost certainly saved me from serious injury or worse and enabled me to walk away.

Note 1. I wore a properly adjusted shoulder harness.

Note 2. I wore a properly fitting crash helmet.

When I saw I was in a favourable position to crash land I kept about half power on, as I did not want to disturb the trim and the aircraft was flapping out nicely.

I did not turn off the fuel. This was a calculated risk, but to do so meant leaning down & forward, a bad position to be in at the time of impact.

Similarly I did not cut the switches as this meant reaching up & back with my left arm, again a bad position.

I "shrugged my shoulders" in such a way as to take up any slack in the shoulder harness.

I kept my head up & in the centre, to avoid hitting the instrument panel and the two structural members near the top of the windscreen.

Finally I relaxed.

The harness almost ~~or~~ certainly saved me from being thrown out ahead.

The crash helmet has a dent in it where it hit the structural member near the top right of the windscreen. I hardly felt anything. As soon as the aircraft stopped I got out and a safe distance away until it was obvious it was not going to burn.