

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
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
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																	
CAUSES OF ACCIDENTS																															
UNIT 2 S.F.T.S.		COM. 3		PLACE Aerodrome, Uplands, Ont.										DATE 5-11-41		TIME 23:30															
Uplands, Ontario		3		Aerodrome, Uplands, Ont.										H.Q. FILE 1100-26-76																	
A/C TYPE Harvard		No. 2676		CRASH CAT. C 2		SE x		ME		DAY		NIGHT x																			
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																	
Hawkins, K.W.				LAC		R90246		P.		Uninjured				FATAL INJURY																	
												CARD SERIAL No.																			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
Harvard		2676		Slight								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
Wasp S3H1		1266		Nil								26 3		36 21		76 53															
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE															
A 631 6-11-41																															
NATURE OF ACCIDENT																															

19 ()
 18 ()
 17 ()
 16 ()
 15 ()
 14 ()
 13 ()
 12 ()
 11 ()
 10 ()
 9 ()
 8 ()
 7 ()
 6 ()
 5 ()
 4 ()
 3 ()
 2 ()
 1 ()

UNDT'D
 PRIMARY
 HAND O.
 INSTS.
 WEATHER
 DRKINS.
 AL-G SURF.
 OTHER
 UNDT'D
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ
 3RD.

CAUSES
 MISCELLANEOUS
 STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Circuits and landings at night.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

R 17⁰

1/26/68

Aircraft swerved on landing - pilot corrected by use of brakes, causing aircraft to tip up on nose.

COMPOSITION:

RECOMMENDATIONS:

ACTION: Pilot interviewed by Squadron Commander.

PRIMARY CAUSE:

Harsh application of brakes in endeavour to counteract swing on landing.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft nosed up causing airscrew to touch ground.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____