

32	JU.	31	TECH.	30	DISOB.	29	NEG-NCE	28	INEXP-NCE	27	MISCEL.	26	INSTRUCT.	25	FLT CONTR.	24	OTHERS	23	PRIMARY	22	FL CONTS.	21	MOV. SURFS.	20	STAB. SURFS.	19	W. STRUTS	18	LAND. GEAR	17	FLOATS	16	FUSE OR HULL	15	TAIL SKID OR W.	14	ENGINE MOUNT.	13	MISCEL.	12	UNDTD.	11	PRIMARY	10	FUEL SYS.	9	COOL SYS.	8	IGNIT SYS.	7	LUB'N SYS.	6	ENG STR.	5	AIRSCREW A.	4	ENG. CONTS.	3	MISCEL.	2	UNDTD	1	PRIMARY	19	HAND O.	18	MISCELLANEOUS	17	INSTS.	16	WEATHER	15	DRKNS.	14	ALG SURF.	13	OTHER	12	UNDTD	11	PRIMARY	10	TAKING	9	LANDING	8	TAKE-OFF	7	FLIGHT	6	STATRY	5	FATAL	4	INI.	3	3RD.	2	RAF	1	RAF	1
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																																																																								
CAUSES OF ACCIDENTS																																																																																																						
UNIT 118 F. Sqdn.		COM. E.A.C.		PLACE Dartmouth Aerodrome						DATE 24-1-42		TIME 1630																																																																																										
Dartmouth, N.S.		E.A.C.		Dartmouth Aerodrome						H.Q. FILE 1300-K803																																																																																												
A/C TYPE Canso "A" Kittyhawk		No. 9746 REK803		CRASH CAT. D C 1		SE x		ME x		DAY x NIGHT																																																																																												
NAME			RANK	No.	DUTY	INJURIES			SERIOUS																																																																																													
Isralson, G.H.			Sgt	R61989	P. (REK803)	Uninjured.			FATAL	INJURY																																																																																												
Skilleter, J.A.			LAC	R53890	Pass. (9746)	"																																																																																																
Pearce, A.D.			F/Sgt.	2261	G.C.	"																																																																																																
									CARD SERIAL NO.																																																																																													
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE		REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS				LAST 6 MOS.																																																																																										
Kittyhawk K803			Slight					INST.	NIGHT	ON TYPE		TOTAL																																																																																										
Allison A206068			Nil							DUAL		SOLO																																																																																										
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SIGNAL No. & DATE		UNIT No. & DATE			COM. No. & DATE			REPORT		FILE		DATE																																																																																										
A 7 24-1-42																																																																																																						
NATURE OF ACCIDENT																																																																																																						

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

*M. L. J.*

Training flight.

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 26-1-42

COMPOSITION:

Pilot taxied under wing of Canso "A" being waved ahead by two ground crew airman. There was insufficient clearance for the propellor tips of the Kittyhawk resulting in damage to Kittyhawk propellor and wing of Canso "A"

Pres. Sgdn. L. A.G. Kenyon	11(BR) Sqdn, Dartmouth
Mem. P.Ø. A.T. Patstone	RCAF Station "
P.O. C.O. Fidler	5(BR) Sqdn. "

RECOMMENDATIONS:

- (1) THAT ADEQUATE PARKING SPACE FOR CANSO "A" AIRCRAFT BE PROVIDED IN ORDER TO AVOID CONGESTION OF THE TAXI STRIP BETWEEN NO. 1 AND NO. 4 RUNWAYS.
- (2) WHEN ADEQUATE PARKING SPACE IS PROVIDED FOR CANSO "A" AIRCRAFT THAT INSTRUCTIONS BE ISSUED AS TO THE PARKING OF THESE AIRCRAFT, IN ORDER TO AVOID ANY FUTURE CONGESTION OF THE TAXI STRIP MENTIONED IN THE ABOVE PARAGRAPH.
- (3) THAT A NOTICE BE INCORPORATED FORTHWITH IN THE PILOT'S ORDER BOOK IN NO. 118(F) SQUADRON THAT THERE IS INSUFFICIENT CLEARANCE FOR KITTY HAWK AIRCRAFT BELOW THE WINGS OF CANSO "A" AIRCRAFT

ACTION TAKEN: (A) DISCIPLINARY (B) TECHNICAL (C) OTHER

NIL

PRIMARY CAUSE:

~~Thoughtlessness and inexperience on the part of pilot and ground crew.~~

*G. Collision*

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/c taxied under wing of Canso "A" and struck the wing of this a/c damaging both wing and own airscrew.~~

RECORDED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_