

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	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1		
JU.	TECH.	DISOB.	NEG'NCE	INEXP'NCE	MISCELE.	INSTRUCT.	FLT CONTR.	OTHERS	PRIMARY	FL. CONTRS.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE. OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UNDTD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRCREW A.	ENG. CONTRS.	MISCEL.	UNDTD	PRIMARY	HAND Q.	INSTS.	WEATHER	DRKNS.	AL-G SURF.	OTHER	UNDTD	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	STATRY	FATAL	INJ.	3RD.	5 A	4	3	2	1
PILOT		OTHERS			AIRFRAME FAILURE										ENGINE FAILURE										MISCELLANEOUS CAUSES	STAGE OF FLIGHT																										
UNIT		COM.			PLACE										DATE		TIME																																			
13 S.F.T.S.					Farnham, Quebec										19-9-42		1530																																			
St. Hubert		# 3													H.Q. FILE		1100-26-53																																			
A/C TYPE		No.			CRASH CAT.					SE		ME		DAY		NIGHT																																				
Harvard 11					2653					C-1		x		x																																						
NAME		RANK		No.		DUTY		INJURIES				SERIOUS																																								
Lawrie, J.L.		LAC		R65711		SP		Uninjured.				FATAL		INJURY																																						
												CARD SERIAL NO.																																								
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																								
Harvard 11		2653		NIL.								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS																																		
Wasp 4461/8700		Slightly																																																		
SIGNAL No. & DATE		UNIT No. & DATE			COM. No. & DATE			REPORT			FILE			DATE																																						
A 420		21-9																																																		
NATURE OF ACCIDENT																																																				

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Sequences 6-7-8-10-13-15.

D-14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

Harsh use of brakes caused aircraft to nose up. A/C was taxiing fast to avoid another A/C which was landing.

T M / ANT / PCT

RECOMMENDATIONS:

PRIMARY CAUSE:

~~Lack of judgment on part of both pilots, the one on the ground for using the brakes too harshly, and the one in the air approaching not making sure the landing path was clear to land.~~

ACTION TAKEN:

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

Log Book endorsed and logged.

Others

(11)

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C nosed up.~~

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____