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

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|---------------------|------------------|--|------------------|--|--------------------|--|------------|--|-----------------|--|-----------------------|--|-----------|--|----------------------|--|------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| TYPE OF A/C | PILOT | | OTHERS | | AIRFRAME FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | |
| CAUSES OF ACCIDENTS | UNIT 31 S.F.T.S. | | COM. 1 | | PLACE Gananogue Rl | | | | | | | | | | DATE 20-11-42 | | TIME 0130 | | | | | | | | | | | | | | |
| | Kingston, Ont. | | | | | | | | | | | | | | H.Q. FILE 1100-33-41 | | | | | | | | | | | | | | | | |
| A/C TYPE | Harvard 11 | | No. 3341 | | CRASH CAT. Nil. | | SE x | | ME | | DAY | | NIGHT x | | | | | | | | | | | | | | | | | | |
| NAME | RANK | | No. | | DUTY | | INJURIES | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | |
| Atkinson B.B. | F/S | | 932937 | | FI | | Nil. | | FATAL | | INJURY | | | | | | | | | | | | | | | | | | | | |
| Clarabut D.S. | FX A/L/A | | 89269 | | PP | | Nil | | 1 | | | | | | | | | | | | | | | | | | | | | | |
| Holman H.E. | FX A/L/A | | 90629 | | PP | | Killed. | | CARD SERIAL No. | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | No. | | EXTENT OF DAMAGE | | REPORT FORM | | SERIAL No. | | DATE | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | |
| Harvard 3341 | | | Nil. | | | | | | | | INST. NIGHT | | ON TYPE | | TOTAL | | LAST 6 MOS | | | | | | | | | | | | | | |
| Wasp 12141/4870 | | | Nil. | | | | | | | | | | DUAL SOLO | | DUAL SOLO | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | UNIT No. & DATE | | COM. No. & DATE | | REPORT | | FILE | | DATE | | | | | | | | | | | | | | | | | | | | | | |
| C-238 | 23-11-42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|---------------|---------|-----------------|
| MISCELLANEOUS | CAUSES | STAGE OF FLIGHT |
| UND/TO | HAND/O. | UND/TO |
| PRIMARY | INSTS. | PRIMARY |
| WEATHER | DRKNS. | TAKING |
| AL/G SURF. | OTHER | LANDING |
| UND/TO | UND/TO | TAKE-OFF |
| FLIGHT | FLIGHT | FLIGHT |
| FATAL | FATAL | FATAL |
| INJ. | INJ. | INJ. |
| 3RD | 3RD | 3RD |

DUTY ON WHICH ENGAGED:

A/C taxiing, towards hangar after authorized dual night flying

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C 3341 taxiing in after night flying swung to avoid Harvard 2667 coming out from hangar apron, propeller of 3341 struck A/L/A Holman, who was walking towards the hangar.

DATE: 20-11-42.

COMPOSITION:

F/L MacKelvie, J.A. No. 1 Training Command.

RECOMMENDATIONS:

Nil.

TCO/XOM ✓

PRIMARY CAUSE:

~~Lack of vigilance and poor airman-ship on part of ALA Holman in walking down taxiing strip at night with back to aircraft.~~

24. Prop.

(24)

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

Agree with the findings.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~ALA Holman probably concentrating on A/C approaching from opposite direction and failed to hear or observe A/C behind him.~~

RECORDED BY

DATE

CHECKED BY

DATE