

PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE			
CAUSES OF ACCIDENTS											
UNIT 31 S.F.T.S. Kingston, Ont.		COM. # 1		PLACE Main Aerodrome Kingston				DATE 13-1-43		TIME 0450	
A/C TYPE Harvard II		No. 2898		CRASH CAT. C 2		SE		ME		H.Q. FILE 1100-29-98	
NAME		RANK		NO.		DUTY		INJURIES		SERIOUS	
Glendinning, E.G. FX		ALA		90695		PP		Nil		FATAL INJURY	
										CARD SERIAL No.	
										X	
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE	
Harvard II		2898		Slight							
Wasp S3H1		7220		Nil							
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE	
C 6		13-1									
NATURE OF ACCIDENT											

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

JU. 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 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60

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 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60

DUTY ON WHICH ENGAGED:

Night flying training exercise.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Struck wire fence with u/c during solo landing at night.

PRIMARY CAUSE:

~~30. Undershooting runway..~~

3. Undershot

③

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Glide Path Indicator had become dull due to flat Battery.~~

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D.14

DATE:

COMPOSITION:

2/10/50/XLP ✓

RECOMMENDATIONS:

- (i) Pupil given more dual on night landing.
- (ii) Modification made to Glide Path Indicator to enable Aerodrome Control Pilot to see if same is illuminated.

ACTION TAKEN:

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

Nil

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____