

CASPIR Aircraft Accident Cards

Serial: 2903

Title: North American Harvard Mk.II serial:2903 Accident Card

Author: Royal Air Force (RAF)

Subject: This accident involved 1 aircraft on 1943-April-08. Harvard II s/n 2903. This accident involved 1 person. Dennis RV

Keywords: RAFHarvard II,2903,41 SFTS,41 Service Flying Training School,Aerodrome,1943-April-08,DennisRCAF L20

Created: 1943-04-08

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000852#2903>

TYPE OF A/C		PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE				CAUSES OF ACCIDENTS			
TYPE OF ENGINE		UNIT #41 S.F.T.S. Weyburn, Sask.		COM. #2 TC		PLACE H.A.				DATE 8.4.43		TIME 1800		H.Q. FILE 1100-29-3			
CATEGORY		A/C TYPE Harvard II		No. 2903		CRASH CAT. C.2		SE X		ME		DAY X		NIGHT			
TYPE OF A/C		NAME		RANK		No.		DUTY		INJURIES				SERIOUS			
TYPE OF ENGINE		Dennis, R.V.		LAC		628271		PP		Nil				FATAL		INJURY	
CATEGORY		TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS			
TYPE OF A/C		Harvard II #2903		Wasp 10549/213544		Seriously Nil.								INST. NIGHT ON TYPE TOTAL LAST 6 MOS			
TYPE OF ENGINE		SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE					
CATEGORY		A.22		9.4.43													
TYPE OF A/C		NATURE OF ACCIDENT															

TECH.
DISPOS.
NEG/NCE
INEXP NCE
MISCEL
INSTRUCT.
FLT. CONTR.
OTHERS
PRIMARY
FL CONTRS
MOV. SURFS.
STAB SURFS.
W. STRUTS
LAND. CLEAR
FLOATS
FUSE OR HULL
TAIL SWID OR W.
ENGINE MOUNT.
MISCEL
UNDTD
PRIMARY
FUEL SYS.
COOL SYS.
IGNIT. SYS.
LUB'N SYS.
ENG STR.
AIRSCREW A.
ENG CONTRS.
MISCEL.

CAUSES
HAND Q.
INSTS.
WEATHER
DRKNS.
ALG SURF.
OTHER
UNDTD
PRIMARY
TAXIING
LANDING
TAKE-OFF
FLIGHT
FATAL
INJ.
3RD.

STAGE OF FLIGHT
UNDTD
PRIMARY
TAXIING
LANDING
TAKE-OFF
FLIGHT
FATAL
INJ.
3RD.

UNDTD
PRIMARY
TAXIING
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DUTY ON WHICH ENGAGED:

Aerobatics.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14 ✓

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Pilot having landed, taxied to end of runway and turned off, after proceeding almost 50 yards, stbd wing began to drop and horn sounded, A/C was run on to soft ground.

DATE:

COMPOSITION:

RECOMMENDATIONS:

PRIMARY CAUSE:

6. U/C drill at end of landing run.

ACTION TAKEN:

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

Log book endorsed.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

24. Carelessness.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____