

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	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTR.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE. OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UND/TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'R. SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND/TD	PRIMARY	HAND Q.	INSTS.	WEATHER	DRKNS.	ALG. SURF.	OTHER	UND/TD	PRIMARY	TAXIING	LANDING	TAKE-OFF	FLIGHT	STAIRY	FATAL	INJ.	3RD.	2ND.	1ST.																									
TYPE OF A/C										CAUSES OF ACCIDENTS										MISCELLANEOUS										STAGE OF FLIGHT																																												
PILOT										OTHERS										AIRFRAME FAILURE										ENGINE FAILURE																																												
UNIT #2 S.F.T.S. Uplands										COM. #3 TC					PLACE M.A.					DATE 27.4.43					TIME 0950																																																	
A/C TYPE Harvard II Harvard II										No. 2995 3022					CRASH CAT. A A					SE X					ME					DAY X					NIGHT																																							
NAME										RANK					No.					DUTY					INJURIES					SERIOUS																																												
Stuart, B.										PO					C2153										Seriously					FATAL					INJURY																																							
Lyons, C.										LAC					R161615										Critically										2																																							
TYPE A/F & ENGINE										No.					EXTENT OF DAMAGE					REPORT FORM					SERIAL No.					DATE					HOURS FLOWN BY PILOTS																																							
Harvard II #2995										Total																									INST.					NIGHT					ON TYPE					TOTAL					LAST 6 MOS.																			
Wasp 4755/9625										Total																																																																
Harvard II #3022										Total																																																																
Wasp 4986/Y188										Total																																																																
SIGNAL No. & DATE										UNIT No. & DATE					COM. No. & DATE					REPORT					FILE					DATE																																												
A. 89										27.4.43																																																																
NATURE OF ACCIDENT																																																																										

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

D.14

Sequences 6,7,8. Both aircraft.

OR COMMANDING OFFICER'S REPORT:

CONCLUSIONS OF A.I.B. (939)

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

(1) Cause of accident was failure on the

A/c approaching aerodrome for landing

COMPOSITION:

part of the personnel in the control

appeared to collide stalled and crashed.

tower & the tender to keep a proper
lookout & to warn the pilots in ample time
to enable them to avoid a collision.

RECOMMENDATIONS:

(2) Flying control at this station is negative

PRIMARY CAUSE:

26. Collision in the air

31. ~~Loss of control~~

31

in as much as signals are not used to
ask permission or give permission to
land. Therefore it is considered that
a greater degree of care & a higher de-
gree of skill is required on the part
of flying control personnel than at
control stations where positive
control signals for landing & take offs
are used.

ACTION TAKEN:

(A) DISCIPLINARY

(B) TECHNICAL (C) OTHER

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Handwritten notes:
10H/104/102 ✓
10H/104/102/102

RECORDED BY

DATE

CHECKED BY

DATE