

32	JU.	31	TECH.	30	DISOB.	29	NEG/NC	28	INEX/NC	27	MISCEL.	26	INSTRUCT.	25	FLT. CONTR.	24	OTHERS	23	PRIMARY	22	FL. CONTRS.	21	MOV. SUPRS.	20	STAB. SUPRS.	19	W. STRUTS	18	LAND. GEAR	17	FLOATS	16	FUSE. OR HULL	15	TAIL SKID OR W.	14	ENGINE MOUNT.	13	MISCEL.	12	UND/TD	11	PRIMARY	10	FUEL SYS.	9	COOL SYS.	8	IGNIT. SYS.	7	LUB'N SYS.	6	ENG. STR.	5	AIRSCREW A.	4	ENG. CONTRS.	3	MISCEL.	2	UND/TD	1	PRIMARY	19	HAND O.	18	INSTS.	17	WEATHER	16	DRYNS	15	AL G SURF.	14	OTHER	13	UND/TD	12	PRIMARY	11	TAXYING	10	LANDING	9	TAKE-OFF	8	FLIGHT	7	STATRY	6	FATAL	5	INJ.	4	3RD.	3	2ND.	2	1ST.
TYPE OF A/C		PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE										CAUSES OF ACCIDENTS																																																																									
UNIT		No. 31 S.F.T.S.		Kingston, Ont.		COM.		# 1		PLACE		M.A.		DATE		28-5-43		TIME		1845		H.Q. FILE		1300-AJ556		MISCELLANEOUS																																																																									
A/C TYPE		Harvard II		No.		AJ556		CRASH CAT.		C 1		SE		x		ME		DAY		x		NIGHT		CAUSES																																																																											
NAME		Pank, C.		RANK		ALA		No.		FX96375		DUTY		PP		INJURIES		Nil		SERIOUS		FATAL		INJURY		MISCELLANEOUS																																																																									
TYPE A/F & ENGINE		Harvard II		No.		AJ556		EXTENT OF DAMAGE		Slight		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																																	
Wasp		3706/4477		Nil														INST.		NIGHT		-		ON TYPE		TOTAL		LAST 6 MOS.		MISCELLANEOUS																																																																					
																		23		-				23		17		50		43		MISCELLANEOUS																																																																			
SIGNAL No. & DATE		C114		28-5-43		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE		STAGE OF FLIGHT																																																																																			
NATURE OF ACCIDENT																																																																																																			

DUTY ON WHICH ENGAGED:

Flying training exercise.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14 # 146.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

Pilot was doing full flap landing, and noticing there was no wind he landed A/C A/C well in first third of runway. He applied brakes which only held for a second and then failed completely. Seeing he was overshooting, he turned off petrol and engine and energised propellor parallel with ground. A/C turned

RECOMMENDATIONS:

PRIMARY CAUSE: up on nose.

~~36. Nosing up~~

1. *OVERSHOT.*

ACTION TAKEN:

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

Pilot censured.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~29. Overshooting~~

4. ~~Harsh use of brakes~~

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_