

ACCIDENT CLASSIFICATION

UNIT 31 S.F.P.S. Kingston	COM. 1	PLACE L.A.		DATE 1-9-43	TIME 2310		
				H.O. FILE 1300-AJ546			
A/C TYPE HARVARD II	No. AJ546	CRASH CAT. "C"5	S.E. X	M.E.	DAY	NIGHT X	
			PERSONNEL				
PERSONNEL Down, F.V.		RANK ALA	NUMBER 96219	DUTY PF	INJURIES Uninj.		
TYPE OF UNIT		TYPE OF A/C		SIGNAL		MONTH	
				No. C.215	DATE 9-9		
				D 14 (REVISED)			
				No. 7	CHECKED <input checked="" type="checkbox"/>	STAGE OF FLIGHT	
				#36			
ENGINE Wasp S3HI		ENGINE NUMBER (S) 7779/4019 Slightly		HOURS FLOWN BY PILOTS			
				ON TYPE		TOTAL	
				INST.	NIGHT	SOLO	DUAL
				20	9	32	37
						56	69

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXIING

LANDING

TAKE OFF

FLIGHT

STAT BY

FATAL

INJ

INJURY

3RD

5

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 61 62

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

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Night flying circuits and landings

NIL

NATURE OF ACCIDENT:

After touching down, a/c developed a swing to left. Applied full opposite rudder and then brake. This corrected swing but when attempted to remove foot from brake found that the shoe had jammed between rudder and brake pedals. This jammed brake on and caused a/c to go up on its nose.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

FLY?
LS/PSS/PM/UEP

CLASSIFICATION:

~~4. Harsh use of brakes.~~

7

7. Others.

SECONDARY OR CONTRIBUTORY FACTORS:

~~25. Inexperience.~~

ACTION TAKEN:

NIL