

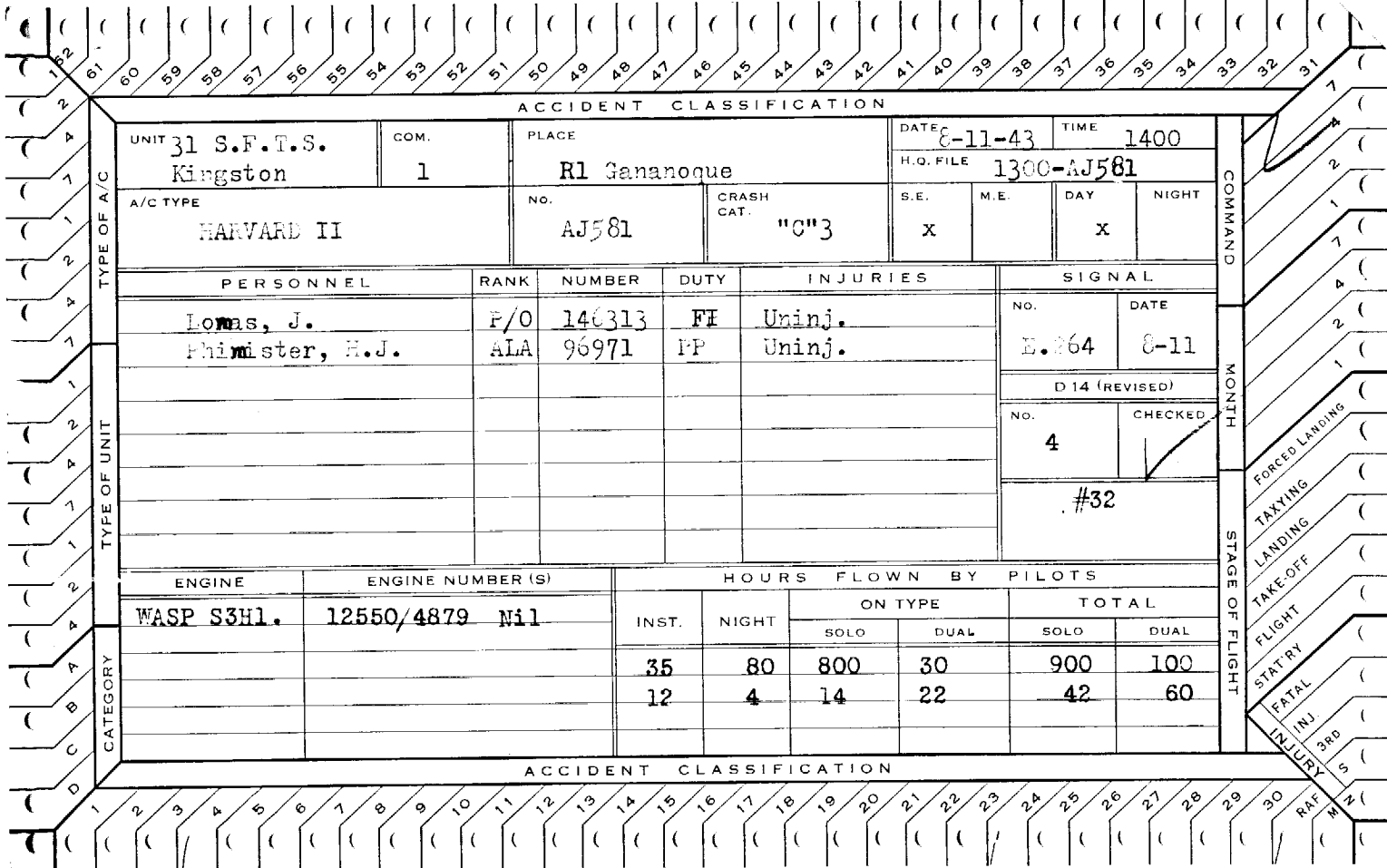
ACCIDENT CLASSIFICATION

UNIT 31 S.F.T.S. Kingston		COM. 1	PLACE R1 Gananoque		DATE 8-11-43	TIME 1400	
A/C TYPE HARVARD II		No. AJ581	CRASH CAT. "C"3	S.E. X	M.E.	DAY X	NIGHT
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL
Lomas, J.		P/O	146313	FI	Uninj.		No. DATE
Phimister, H.J.		ALA	96971	FP	Uninj.		E. 264 8-11
							D 14 (REVISED)
							No. CHECKED
							4 <input checked="" type="checkbox"/>
							#32
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				
WASP S3H1.	12550/4879 Nil		ON TYPE		TOTAL		
			INST.	NIGHT	SOLO	DUAL	SOLO DUAL
			35	80	800	30	900 100
			12	4	14	22	42 60

TYPE OF A/C  
TYPE OF UNIT  
CATEGORY  
COMMAND  
MONTH  
STAGE OF FLIGHT

FORCED LANDING  
TAXYING  
LANDING  
TAKE-OFF  
FLIGHT  
STAT'RY  
FATAL  
INJURY

ACCIDENT CLASSIFICATION



PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Nil.

Instrument flying instruction

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Pilot states: Was taxiing to take off and had to pass between the control van & another aircraft which was

parked with engine running opposite side of the taxi-strip to the control van. I gave plenty of clearance between my starboard wing and the other prop. My port wing tip appeared to be in danger of hitting the control van.

I then put on hard right rudder & brake to swing clear and couldn't make it, both brakes and hit the control van

*TCC/PCT ✓*

CLASSIFICATION: and my prop. tipped the  
4 ~~Harsh use of~~ ground. (Sgd) P/O Lomas.  
~~brakes.~~

*H. O'Her*

*//*

SECONDARY OR CONTRIBUTORY FACTORS:

~~24 Carelessness.~~

ACTION TAKEN:

Log book endorsed "Gross Carelessness" and extra duties.