

ACCIDENT CLASSIFICATION

UNIT 31 S.F.T.S. Kingston, Ont.	COM. 1	PLACE L.A.	DATE 16-11-3	TIME 1020
A/C TYPE HARVARD II		NO. 3816	CRASH CAT. "D" 2	H.Q. FILE 1100-38-16
		S.E. X	M.E.	DAY X
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
					NO.	DATE
Hawkey P.L.	E/O	1509541	FI	Uninj.	C277	18-11
Crossley G.	ALA	FX11099	PP	Uninj.		
					D 14 (REVISED)	
					NO.	CHECKED
					8	<input checked="" type="checkbox"/>
					#72	

ENGINE	ENGINE NUMBER(S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
asp S3HI	8288/4202 Nil	40	78	600	100	670	130
		5	-	7	20	47	40

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

- 7
- 4
- 2
- 1
- 7
- 4
- 2
- 1
- FORCED LANDING
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STATRY
- FATAL
- FATAL INJ.
- 3RD
- INJURY
- 5
- 4

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Instruction in circuits and landings.

Nº1

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

was carrying a flapless landing. Was slightly late in applying brake and was assisting with brake pressure. After some distance had been travelled the a/c started skidding on ice. Released brake pressure immediately but pupil continued with pressure. This resulted in the wheel suddenly gripping on tarmac before instructor could tell pupil to release brakes.

LM/ANT/PCM/E/DBP

CLASSIFICATION:

~~4. Bad surface.~~

10. Bad Ground

SECONDARY OR CONTRIBUTORY FACTORS:

~~4. Harsh use of brakes.~~

~~25. Inexperience.~~

ACTION TAKEN:

Instructor's Log Book endorsed.