

62 61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32

ACCIDENT CLASSIFICATION

UNIT 31 S.F.T.S. Kingston		COM. 1	PLACE M.A.		DATE 23-11-43	TIME 0900	
A/C TYPE HARVARD II		NO. AJ695		CRASH CAT. "D"2	H.O. FILE 1300-AJ695		
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL
Dickson, J.		ALA	91957	PP	Uninj.		NO. C.280 DATE 23-11
							D 14 (REVISED)
							NO. 10 CHECKED <input checked="" type="checkbox"/>
							#91
ENGINE Wasp S3HI		ENGINE NUMBER (S) 12560/4889 slightly		HOURS FLOWN BY PILOTS			
				ON TYPE		TOTAL	
				INST.	NIGHT	SOLO	DUAL
				24	18	37	48
						67	85

COMMAND
MONTH
STAGE OF FLIGHT

7
4
2
1
7
4
2
1
FORCES LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STAT BY
FATAL
INJ. 3rd
INJ. 5
RAF M 2

TYPE OF A/C
TYPE OF UNIT
CATEGORY

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

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Elementary formation flying.

Nil

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

Having completed run-up pupil was taxiing towards the outside runway for take-off. Just as pupil turned right on runway another Harvard, having completed its run up, also turned on to the runway for take off. This a/c had been on grass on pupil's left and obviously did not see him. As a/c turned in front of him, pupil applied brakes harshly and a/c went up on its nose. Switched off ignition, fuel etc. and left a/c.

FINDINGS:

SUMMARY No.

TM / PCM / VBP

CLASSIFICATION:

~~4. Harsh use of brakes.~~

11. Other

SECONDARY OR CONTRIBUTORY FACTORS:

~~36. Nosing up.~~

~~32. Pilot error.~~

ACTION TAKEN:

Log book endorsed