

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 31

ACCIDENT CLASSIFICATION

UNIT 6 S.F.T.S. Dunnville, Ont.	COM. 1	PLACE R1 Welland Field	DATE 25-11-43		TIME 2105			
			H.Q. FILE 1300-FE558					
A/C TYPE HARVARD IIB	No. FE558	CRASH CAT. "D" 1	S.E. x	M.E.	DAY	NIGHT x		
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL	
Hatfield, G.T. AUS		F/O	420667	P	Uninj.		No. A3119	DATE 26-11
							D 14 (REVISED)	
							No. 13	CHECKED <input checked="" type="checkbox"/>
							#108	
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Wasp AN1	42-856/15992 seriously		INST.	NIGHT	ON TYPE		TOTAL	
					SOLO	DUAL	SOLO	DUAL
			58	121	766	88	861	150

COMMAND
MONTH
STAGE OF FLIGHT

7
4
2
1
7
4
2
1
FORCED LANDING
TAXIING
LANDING
TAKEOFF
FLIGHT
STATRY
FATAL
INJURY
3rd
5

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
RAF
M

ACCIDENT CLASSIFICATION

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:

) Night landing at RI

TECHNICAL OFFICER'S REPORT:

Nil

NATURE OF ACCIDENT:

) Pilot made normal landing on runway
) and after completing landing run notice
) ed an a/c directly in front of him.
) He was obliged to stop abruptly by
) applying brakes harshly and a/c went up
) on its nose.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

LM/ANT/PCN/VER ✓

CLASSIFICATION:

4. ~~Harsh use of brakes.~~ 7
7. *Other*

SECONDARY OR CONTRIBUTORY FACTORS:

36. ~~Nosing up.~~
24. ~~Carelessness.~~

ACTION TAKEN:

Log book endorsed "Carelessness".