

ACCIDENT CLASSIFICATION

UNIT <b>14 S.F.T.S. Aylmer</b>		COM. <b>1</b>	PLACE <b>1/4 mile W of M.A.</b>		DATE <b>4-1-44</b>	TIME <b>1520</b>		
A/C TYPE <b>HARVARD II HARVARD II</b>		NO. <b>FE662 3209</b>	CRASH CAT. <b>"A" "A"</b>		H.Q. FILE <b>1100-32-09</b>			
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL	
<b>SWEET, J.C. 3209</b>		<b>P/O</b>	<b>J36198</b>	<b>P</b>	<b>Seriously Inj.</b>		NO. <b>M.9</b> DATE <b>4-1</b>	
<b>SCEVIOUR, A.R. 662</b>		<b>F/O</b>	<b>J20009</b>	<b>P</b>	<b>" "</b>			
<b>CHILD, H.G.R. 1207</b>		<b>ALA</b>	<b>112423</b>	<b>PP</b>	<b>Slightly Inj.</b>		D 14 (REVISED)	
<b>STRATTON, P.D.G. 66</b>		<b>ALA</b>	<b>95731</b>	<b>PP</b>	<b>Killed</b>		NO. CHECKED <input checked="" type="checkbox"/>	
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				
<b>S3HI</b>	<b>11520/213791</b>	<b>total</b>	<b>363</b>					
	<b>5484/19525</b>	<b>"</b>			ON TYPE		TOTAL	
			INST.	NIGHT	SOLO	DUAL	SOLO	DUAL
			<b>46</b>	<b>30</b>	<b>126</b>	<b>146</b>	<b>168</b>	<b>195</b>
			<b>19</b>	<b>11</b>	<b>43</b>	<b>19</b>	<b>82</b>	<b>47</b>
			<b>69</b>	<b>81</b>	<b>121</b>	<b>933</b>	<b>167</b>	<b>981</b>
			<b>20</b>	<b>12</b>	<b>43</b>	<b>26</b>	<b>57</b>	<b>78</b>

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXIING

LANDING

TAKE-OFF

FLIGHT

ENTRY

FATAL

INJ

3RD

INJURY

5

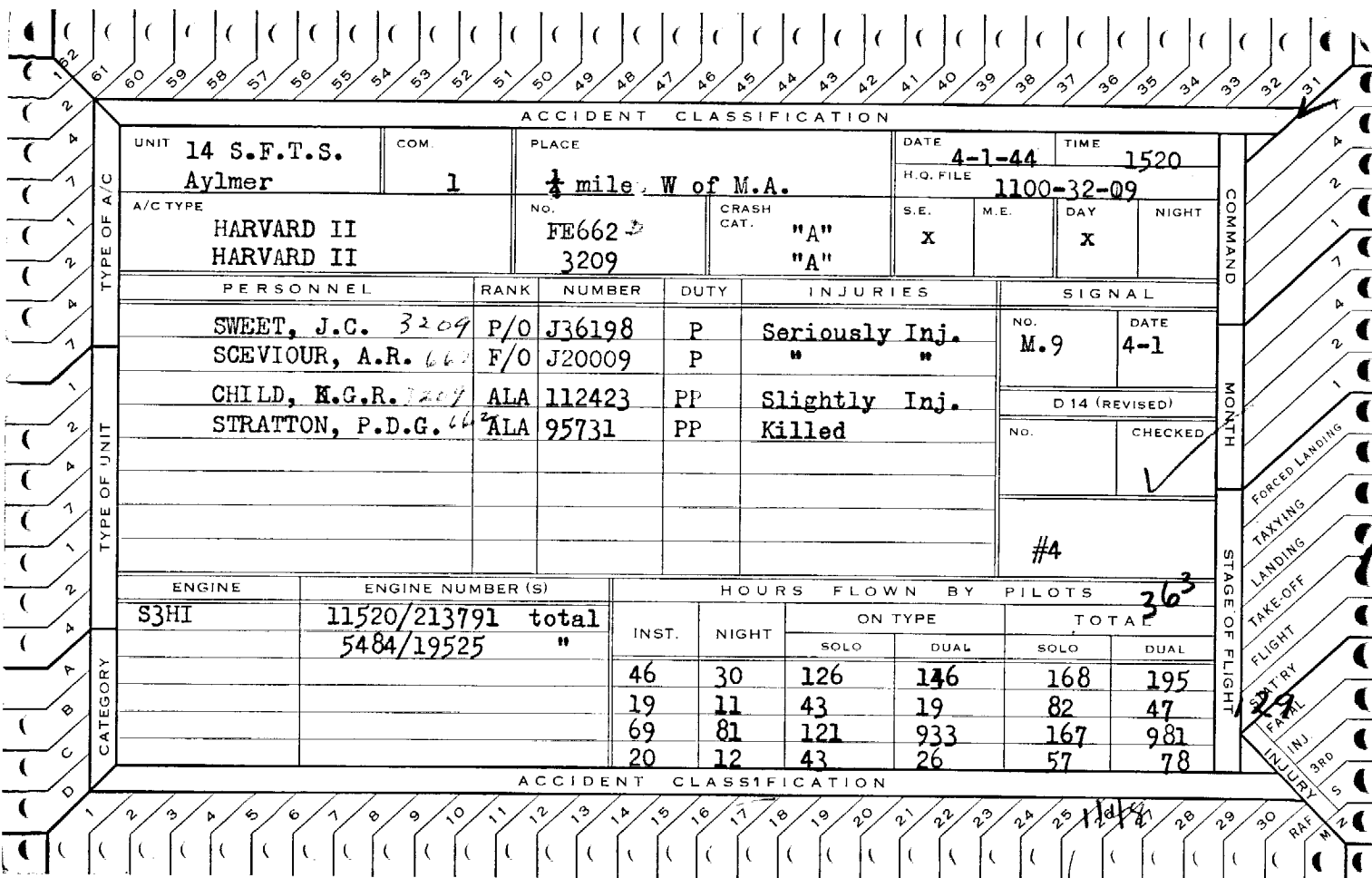
RAF

W

TYPE OF A/C

TYPE OF UNIT

CATEGORY



PURPOSE OF FLIGHT:

- (A) Target a/c.
- (B) Fixed gun (Cine) quarter attack dual.

TECHNICAL OFFICER'S REPORT:

Nil

MUST ✓  
 ICA/PCL  
 ICA/XA

NATURE OF ACCIDENT:

Witness States: Saw two a/c coming in from cross wind leg to make landing. Both a/c were about 600' in height, but outer a/c may have been at a slightly greater height. A/C 3209 was making a wide, slightly banked turn with wheels down, into the approach for landing, when a/c FE662 in a steep bank apparently swept in front of him. Immediately upon colliding, however, both motors were gunned and on breaking away, FE662 spun straight into the ground. A/c 3209 did a turn and a half of spiral striking the east side of road.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2231

CAUSE: Crowding of approach by landing a/c during which FE662 cut sharply in front of 3209 Pilot and student of 3209 failed to keep efficient look out in their approach and take avoiding action.

RECOMMENDATIONS: Nil

CONCLUSIONS OF A.I.B.

Agree. This appears rather a foolish case of "cutting in" on the circuit.

CLASSIFICATION:

26. Collision in the air.

21 collisions a/c.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN: