

ACCIDENT CLASSIFICATION

UNIT 2 F.I.S.	COM. 4	PLACE M.A.	DATE 11-4-44 TIME 1655
A/C TYPE HARVARD		NO. 3827	H.Q. FILE 1100-38-27
		CRASH CAT. "C"	S.E. X M.E. X DAY X NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
DOUGLAS, A.D.	P/O	R188330	P	Uninj.	NO.	DATE
MACKENZIE, C.W.	P/O	R22327	P	Serious	A103	12-5
					D 14 (REVISED)	
					NO.	CHECKED
					45	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
Wasp	4209/8295	nil					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAKING

LANDING

TAKE-OFF

FLIGHT

STATRY

FATAL

INJ.

3RD

S

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:

TECHNICAL OFFICER'S REPORT: 20/150/100M/015PV

Routine training.

NIL

NATURE OF ACCIDENT:

Pilot applied harsh brakes and over-
turned a/c.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2346

CAUSE: Overshot without correct action using brakes too harshly.

RECOMMENDATIONS: NIL

REMARKS OF C.O. With the introduction of Harvard training to the syllabus difficulty was foreseen in the conversion of the twin engine service pilots to single engine service type, and therefore particular care was taken to ensure that adequate dual instruction is carried out before student instructors are sent solo. On other hand it will be realized that the staff instructors themselves will not be able to give the best instructions on Harvard a/c until they themselves have become fully familiar with the type.

CONCLUSIONS OF A.I.B. Nil

CLASSIFICATION:

~~29. Overshooting runway.~~

1. Overshot

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Log book endorsed.