

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 31 S.F.T.S. Kingston		COM. J	PLACE M.A.		DATE 13-4-44	TIME 1315		
A/C TYPE HARV RD II		NO. 3213		CRASH CAT. "D"1	S.E. X	M.E.	DAY X	
PERSONNEL JONES, H.J.		RANK Petty Officer	NUMBER 90397	DUTY PP Uninj.	INJURIES		SIGNAL	
							NO. C70	
							DATE 13-4	
							D 14 (REVISED)	
							NO. 3	
							CHECKED <input checked="" type="checkbox"/>	
							#50	
ENGINE Wasp S3HI	ENGINE NUMBER(S) 4386/8527 Nil		HOURS FLOWN BY PILOTS					
			INST.	NIGHT	ON TYPE		TOTAL	
					SOLO	DUAL	SOLO	DUAL
			11	2	17	21	37	53

COMMAND
MONTH
STAGE OF FLIGHT

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

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 RAF M 4

TYPE OF A/C
TYPE OF UNIT
CATEGORY

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

LM/ANT/111/100 ✓

Local flying practice.

NIL

NATURE OF ACCIDENT:

Made normal approach, airspeed 90K, COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

with 30 degrees flap. A/C was level FINDINGS:

SUMMARY No.

led out over the leeward end of runway which was partly ice covered, The a/c was almost stopped and pilot then applied brake before turning off runway. Brakes acted rather fiercely resulting in the a/c nosing over. Airscrew was damaged.

CLASSIFICATION:

~~36. Nosing up.~~

11. *Other* //

SECONDARY OR CONTRIBUTORY FACTORS:

~~4. Harsh use of brakes.~~

24. ~~Carelessness~~

ACTION TAKEN:

Log book endorsed and loss of privileges.