

ACCIDENT CLASSIFICATION

UNIT 31 S.F.T.S. Kingston, Ont	COM. 3	PLACE M.A.	DATE 12-5-44	TIME 1330
A/C TYPE HARVARD IIB HARVARD IIB		NO. FE.296 D FE.764	CRASH CAT. "D"3 "D"1	H.Q. FILE 1300-FE296
		S.E. X	M.E.	DAY X
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Bartlett, K. (FE.296)	A/LAFX605168		P	Uninj.	NO. C102	DATE 12-5
Fe. 764 Unoccupied.					D 14 (REVISED)	
					NO.	CHECKED
					#31	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		ON TYPE		TOTAL			
Wasp AN-1	22160/42/9821 Serious 20412/42/15049 NIL	INST.	NIGHT	SOLO	DUAL	SOLO	DUAL
		9	3	4	14	30	51

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXIING

LANDING

TAKE-OFF

FLIGHT

STAT'RY

FATAL

INJURY

3RD

5

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Training Exercise.

TECHNICAL OFFICER'S REPORT:

Nil

*NOT*

*TCA/PCT ✓  
MA/XA*

NATURE OF ACCIDENT:

Taxying along taxi-strip, opposite No 3 Hangar. a/c No. 85 was parked on right-hand side of taxi-strip facing runway. Applied brakes to prevent a/c from gathering speed. Took feet off brakes and at that time was heading towards left wing tip of a/c 85. Applied normal amount rudder to swing a/c to left, to clear a/c. Nothing happened, so applied full rudder. a/c swung slowly to left, but not enough to clear a/c 85. Stbd. wing tip hit port wing tip of a/c 85 very quickly without

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION: giving me time to apply brakes.

~~3. Hitting other a/c.~~

*⑨ Collisions*

SECONDARY OR CONTRIBUTORY FACTORS:

~~24. Carelessness.~~

ACTION TAKEN:

Awarded 168 hours detention.