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# CASPIR Aircraft Accident Cards

**Serial:** 3314

**Title:** North American Harvard Mk.IIB serial:3314 Accident Card

**Author:** Royal Canadian Air Force (RCAF)

**Subject:** This accident involved 1 aircraft on 1944-July-14. Harvard II s/n 3314. This accident involved 2 people. Kirkpatrick DV, White HR

**Keywords:** RCAFHarvard II,3314,4 BGS,4 Bomb & Gunnery School,South Of Spara,1944-July-14,Kirkpatrick,WhiteRCAF L20

**Created:** 1944-07-14

**Link:** https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000852#3314

ACCIDENT CLASSIFICATION

| UNIT | COM. | PLACE | DATE | TIME |
|---|---|---|---|---|
| 4 B.G.S. Fingal | 1 | South of Spara | 14-7-44 | 1630 |

H.Q. FILE 1100-33-14

| A/C TYPE | NO. | CRASH CAT. | S.E. | M.E. | DAY | NIGHT |
|---|---|---|---|---|---|---|
| HARVARD II | 3314 | "A" | X | | X | |

| PERSONNEL | RANK | NUMBER | DUTY | INJURIES |
|---|---|---|---|---|
| KIRKPATRICK, D.V. | F/L | C1219 | P | Seriously Inj. |
| WHITE, H.R. | F/O | J7907 | PP | Slightly Inj. |

SIGNAL

| NO. | DATE |
|---|---|
| T9 | 14-8 |

D 14 (REVISED)

| NO. | CHECKED |
|---|---|
| | |

| ENGINE | ENGINE NUMBER (S) |
|---|---|
| Pasp | AC13762, 11491 total |

HOURS FLOWN BY PILOTS

| INST. | NIGHT | ON TYPE DUAL | ON TYPE SOLO | TOTAL DUAL | TOTAL SOLO |
|---|---|---|---|---|---|
| 27 | 6 | 35 | 75 | 87 | 324 |
| 81 | 98 | 52 | 657 | 155 | 1375 |

TYPE OF A/C · TYPE OF UNIT · CATEGORY · COMMAND · MONTH · STAGE OF FLIGHT · FORCED LANDING · TAXYING · LANDING · TAKE-OFF · FLIGHT · STATRY · FATAL · INJ. · 3RD · INJURY

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Instrument exercise.

NATURE OF ACCIDENT:

Intercommunication was faulty and each pilot thought the other had control. A/C flew uncontrolled for some minutes and neither pilot took action until a/c was too close to ground to permit recovery from spiral dive. A/C struck ground and crashed and burned.

CLASSIFICATION:

19. Out of control.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT: 10C/AOC/PSJ/ARM/CN

NIL

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS: SUMMARY No. 2421

**CAUSE:** Incorrect procedure of handing over control, and that the captain of a/c did not take over control alhough he knew a/c was less than 1,000 ft. above ground.

**RECOMMENDATIONS:** That posters be published emphasizing responsibility of captains of a/c.

**REMARKS OF C.O.:** CO concurs with findings of I.O. and is requested that information be forwarded as to what action is deemed necessary to be taken in this case.

**CONCLUSIONS OF A.I.B.:** Agree. **NOTE 1:** Difficult to understand why two experienced pilots would permit a/c to come so dangerously low before attempting to take over control. Had this been fatal accident, evidence would likely have led to finding of unauthorized low flying although does not seem to be warranted, it may nevertheless be correct .

ACTION TAKEN:

**NOTES 2 and 3:** See Summary No. 2421.

R. C. A. F. L 20 (REVISED)
2M-5-44 (4638) K. P. 8689
H. Q. 885-L 20

C. C. LTD. 20157-44