

ACCIDENT CLASSIFICATION

|                                   |  |          |                |                      |           |
|-----------------------------------|--|----------|----------------|----------------------|-----------|
| UNIT # 2 S.F.T.S.<br>Uplands, Ont |  | COM. 3   | PLACE M.A.     | DATE 23-8-44         | TIME 2105 |
| A/C TYPE HARVARD II               |  | No. 3290 | CRASH CAT. "C" | H.Q. FILE 1100-32-90 |           |
|                                   |  |          |                | S.E. X               | M.E.      |
|                                   |  |          |                | DAY                  | NIGHT X   |

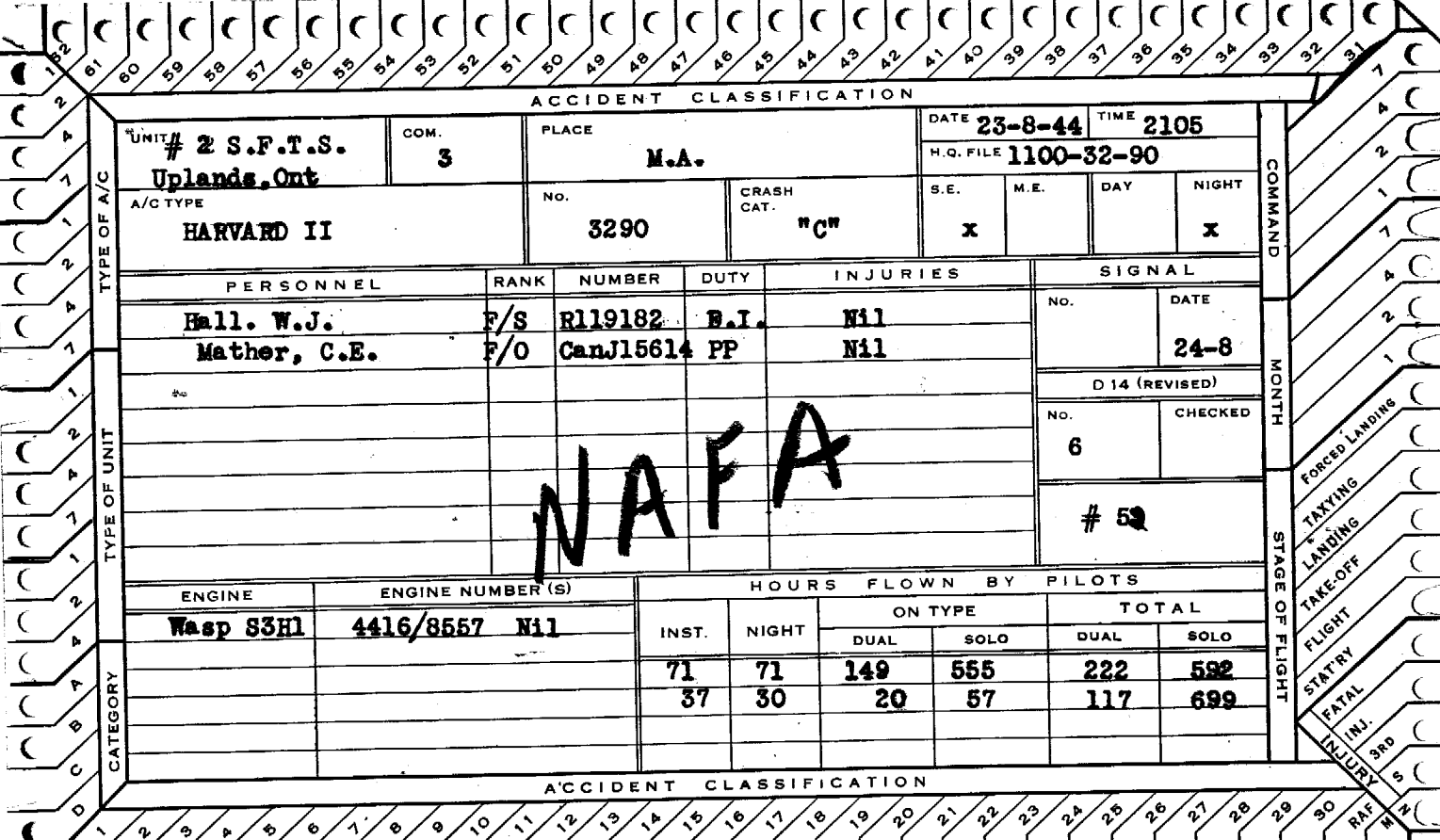
| PERSONNEL     | RANK | NUMBER    | DUTY | INJURIES | SIGNAL         |         |
|---------------|------|-----------|------|----------|----------------|---------|
| Hall, W.J.    | F/S  | R119182   | B.I. | N11      | No.            | DATE    |
| Mather, C.E.  | F/O  | CanJ15614 | PP   | N11      |                | 24-8    |
| <h1>NAFA</h1> |      |           |      |          | D 14 (REVISED) |         |
|               |      |           |      |          | No. 6          | CHECKED |
|               |      |           |      |          | # 52           |         |

| ENGINE    | ENGINE NUMBER (S) | HOURS FLOWN BY PILOTS |       |         |      |       |      |
|-----------|-------------------|-----------------------|-------|---------|------|-------|------|
|           |                   | INST.                 | NIGHT | ON TYPE |      | TOTAL |      |
|           |                   |                       |       | DUAL    | SOLO | DUAL  | SOLO |
| Wasp S3H1 | 4416/8557 N11     | 71                    | 71    | 149     | 555  | 222   | 592  |
|           |                   | 37                    | 30    | 20      | 57   | 117   | 699  |

ACCIDENT CLASSIFICATION

COMMAND MONTH STAGE OF FLIGHT

FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STATIONARY  
FATAL  
INJURY



PURPOSE OF FLIGHT:

Night circuits and landings.  
Seq. 28 (10 & 15)

NATURE OF ACCIDENT:

While taxiing a/c 3290, a parachute flare was released. In scraping along runway, became ignited and caused damage to a/c before it could be extinguished and removed. Visibility good. No. moon.

CLASSIFICATION:

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

Nil

TM/XM

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CAUSE: Apparently the failure of the Flare Port Release catch under vibration while the a/c was taxiing along the runway.

RECOMMENDATIONS: Recommended that preflight test on this rounded catch be carried out in such a manner as to simulate the vibration met with taxiing.

CONCLUSIONS: The flare was ignited by friction with the runway and the resultant heat damaging the rear fuselage of the a/c.

ACTION TAKEN:

Nil.