

ACCIDENT CLASSIFICATION

UNIT 14 S.F.T.S. Kingston	COM. 3	PLACE M.A.	DATE 17-9-44 TIME 1445
A/C TYPE HARVARD II HARVARD II		NO. 2630 FE661 →	H.Q. FILE 1100-26-30
		CRASH CAT. "A" "B"	S.E. X
			M.E. X
			DAY X
			NIGHT

COMMAND
MONTH
STAGE OF FLIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
GUEST, L.	P/O	164392	P	Killed	NO.	DATE
ROGERSON, G.	ALA	78518	PP	Slightly Inj.	C222	17-9
NELSON, F.E.	ALA	582549	PP	Uninj.	D 14 (REVISED)	
					NO.	CHECKED
					4	<input checked="" type="checkbox"/>
					#19	

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
FATAL
INJ.
INJURY 3RD

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Wasp S3HI	A213477/10117 serious						
	42-13806/15068 serious						
		69	19	76	198	211	292
		8	3	1	-	42	25
		22	12	35	28	75	60

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PURPOSE OF FLIGHT:

Legal flying practice.

TECHNICAL OFFICER'S REPORT:

MULT

LCA/PCL/XCA
LCA/PCL/KA

NATURE OF ACCIDENT:

On approach, a/c 2650 was directly below Harvard FE661 flown solo by ALA Nelson, and quite close to ground, the propeller of FE661 struck rear cockpit going into approach. (2) Failure of adequate of 2630, both a/c crashing to runway.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2461

CAUSE: (1) Insufficient look out by the pilots aerodrome control.

RECOMMENDATIONS: That at all flying units here a Brown Smoke Puff Flare is considered to be the official anti collision signal be instructed to equip the control truck with a Very Pistol, positively identified, to fire only, A Brown Smoke Puff Flare.

CONCLUSIONS OF A.I.B.: Agree with the findings and recommendations.

CLASSIFICATION:

6. Collisions.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN: