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# CASPIR Aircraft Accident Cards

**Serial:** 2902

**Title:** North American Harvard Mk.II serial:2902 Accident Card

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

**Subject:** This accident involved 2 aircraft on 1945-February-02. They are: Fairey Swordfish IV s/n HS209, Harvard II s/n 2902. This accident involved 4 people. Burns P, Canty JTM, Spinney HL, Watkins GE

**Keywords:** RCAFHarvard II,2902,1 NAGS,1 Naval Air Gunnery School,Aerodrome,1945-February-02,Burns,Canty,Spinney,WatkinsRCAF L20

**Created:** 1945-02-02

**Link:** https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000852#2902

ACCIDENT CLASSIFICATION

| UNIT | COM. | PLACE | DATE | TIME |
|---|---|---|---|---|
| 1 N.A.G.School Yarmouth, N.S. | E. | Yarmouth Aerodrome | 2-2-45 | 1710Z |

H.Q. FILE 1300-HS209

| A/C TYPE | NO. | CRASH CAT. | S.E. | M.E. | DAY | NIGHT |
|---|---|---|---|---|---|---|
| SWORDFISH IV<br>HARVARD II | HS 209-D<br>2902 | "E"<br>"E" | x<br>x | | x | |

| PERSONNEL | RANK | NUMBER | DUTY | INJURIES |
|---|---|---|---|---|
| CANTY, J.T.M. | Midshipman | | P. | Uninj. |
| BURNS, P., FX | A/LA | 678374 | A.G. | Uninj. |
| SPINNEY, H.L., | F/LT | J14020 | P. | Uninj. |
| WATKINS, G.E., | Sgt. | R104427 | 2 P. | Uninj. |

SIGNAL: NO. No Sig. DATE

D 14 (REVISED): NO. 1 CHECKED

1

| ENGINE | ENGINE NUMBER (S) |
|---|---|
| Pegasus | P273045/36167 Nil |
| XXX | S213379/10015 Nil |
| Wasp S3H1 | |

HOURS FLOWN BY PILOTS

| INST. | NIGHT | ON TYPE DUAL | ON TYPE SOLO | TOTAL DUAL | TOTAL SOLO |
|---|---|---|---|---|---|
| 39 | 9 | - | 124 | 134 | 221 |

TYPE OF A/C · TYPE OF UNIT · CATEGORY · COMMAND · MONTH · STAGE OF FLIGHT · FORCED LANDING · TAXYING · LANDING · TAKE-OFF · FLIGHT · STAT'RY · FATAL · INJ. · 3RD · INJURY · S · RAF · M · Z

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

T.A.G. Training.

TECHNICAL OFFICER'S REPORT:

Nil

MULT
TCA/PCT
MA/XA

NATURE OF ACCIDENT:

Pilot taxying out, didn't carry out complete cock-pit check, neglected to slacken off throttle friction nut. Approaching parked Harvard, tried to throttle back to reduce speed, could not, had to fumble with friction nut to throttle back. [redacted]. Applied rudder and brake, lower mainplane tip hit Harvard passing on and then tail fin and rudder were damaged as they also hit parked a/c.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

9. Collisions.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Log book endorsed.

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

C. C. LTD. 20157-44