

## CASPIR Aircraft Accident Cards

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**Serial:** FE875

**Title:** North American Harvard Mk. IIB serial:FE875 Accident Card

**Author:** Royal Air Force (RAF)

**Subject:** This accident involved 1 aircraft on 1943-October-11. Harvard IIB s/n FE875. This accident involved 1 person. Radic AC

**Keywords:** RAFHarvard IIB,FE875,34 SFTS,34 Service Flying Training School,Queenstown,1943-October-11,RadicRCAF L20

**Created:** 1943-10-11

**Link:** <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000852#FE875>

ACCIDENT CLASSIFICATION

UNIT <b>34 S.F.T.S. Medicine Hat</b>	COM. <b>4</b>	PLACE <b>2 miles SW Queenstown</b>	DATE <b>11-10-43</b>	TIME <b>1100</b>
A/C TYPE <b>HARVARD IIB</b>		NO. <b>FE875</b>	H.Q. FILE <b>1300-FE875</b>	
		CRASH CAT. <b>"C"2</b>	S.E. <b>X</b>	M.E. <b>X</b>
			DAY <b>X</b>	NIGHT

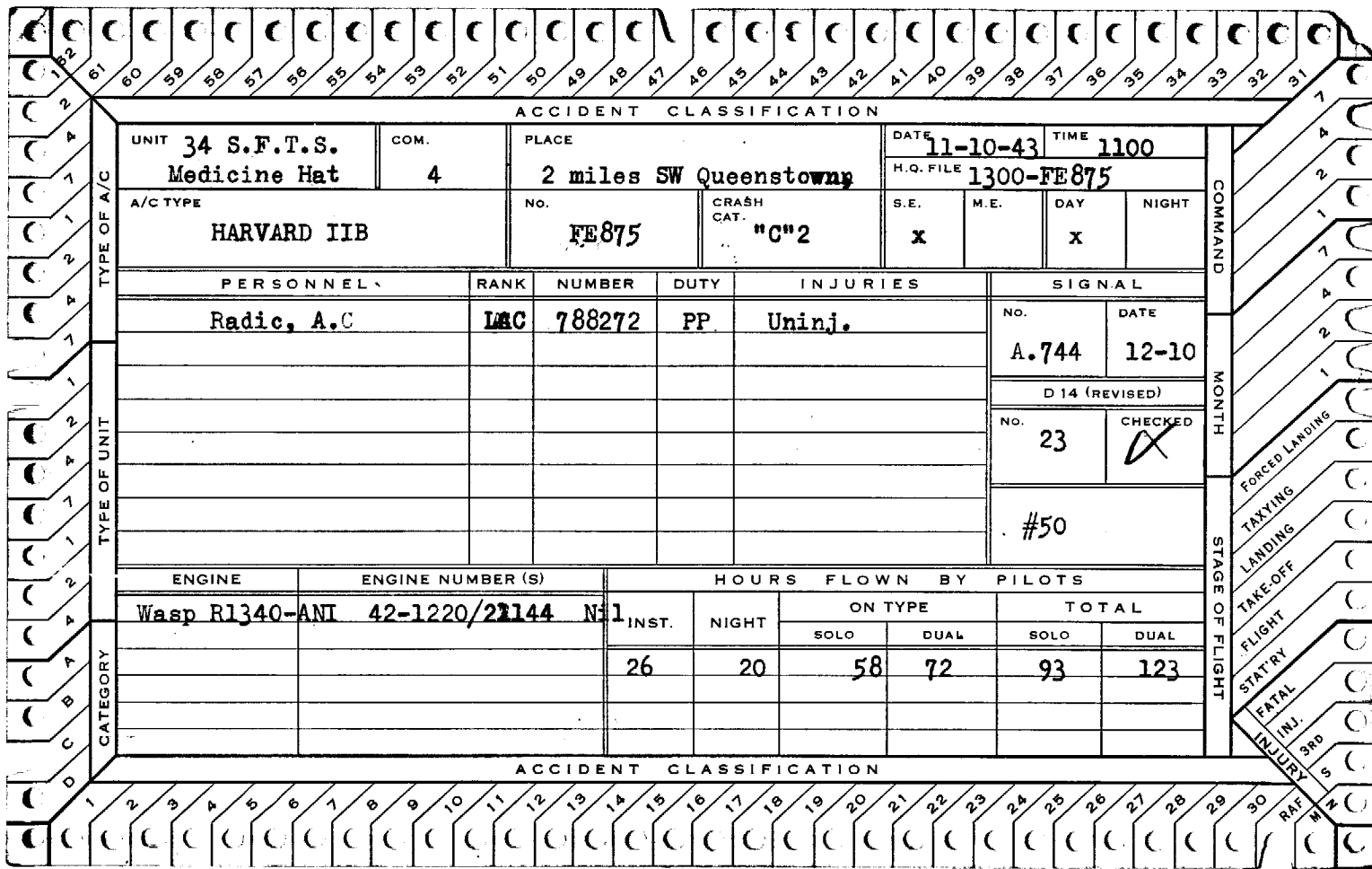
PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
<b>Radic, A.C</b>	<b>LAC</b>	<b>788272</b>	<b>PP</b>	<b>Uninj.</b>	NO. <b>A.744</b>	DATE <b>12-10</b>
					D 14 (REVISED)	
					NO. <b>23</b>	CHECKED <input checked="" type="checkbox"/>
					<b>#50</b>	

ENGINE	ENGINE NUMBER(S)	HOURS FLOWN BY PILOTS					
<b>Wasp R1340-ANT</b>	<b>42-1220/22144</b>	INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
		<b>26</b>	<b>20</b>	<b>58</b>	<b>72</b>	<b>93</b>	<b>123</b>

ACCIDENT CLASSIFICATION

COMMAND  
MONTH  
STAGE OF FLIGHT

- FORCED LANDING
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STAT'RY
- FATAL
- INJURY
- 3RD
- 5



PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Solo cross country

Nil

*FB/WVF ✓*

*and Coded*

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

On solo navigation exercise, ran into very poor visibility due to smoke haze. Turned back to base, but visibility continued to deteriorate. Seeing the ground through a hole in haze, attempted a precautionary landing and in doing so damaged propellor and wing tip through harsh application of brakes at end of landing run.

FINDINGS:

SUMMARY No.

CLASSIFICATION:

47. Weather.

*FORCED. LANDING. 17*

SECONDARY OR CONTRIBUTORY FACTORS:

~~58. Precautionary landing~~

~~4. Harsh use of brakes~~

~~36. Nosing up~~

ACTION TAKEN:

Nil