

**ACCIDENT CLASSIFICATION**

UNIT <b>1 W.S.</b>	COM. <b>1</b>	PLACE <b>300-400 yds. from approach end runway 110</b>	DATE <b>5-8-45</b>	TIME <b>11.40</b>
A/C TYPE <b>HARVARD IIB NORSEMAN IV</b>		NO. <b>FE 515-D 2455</b>	H.Q. FILE <b>1300-FE515-1</b>	
		CRASH CAT. <b>'A' 'A'</b>	S.E. <b>X</b>	M.E.
			DAY <b>X</b>	NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL
<b>AITKEN, A.,</b>	<b>F/O</b>	<b>J41868</b>	<b>P.</b>	<b>KILLED</b>	NO. DATE
<b>CAMPBELL,</b>	<b>F/O</b>	<b>J85420</b>	<b>Pass.</b>	<b>Seriously Injured</b>	<b>538 5-8</b>
<b>HAZELTON,</b>	<b>P/O</b>	<b>J51498</b>	<b>P.</b>	<b>KILLED</b>	D 14 (REVISED)
<b>FOSTER,</b>	<b>P/O</b>	<b>J51497</b>	<b>2 P.</b>	<b>KILLED</b>	NO. CHECKED
					<b>3</b>
					<b>3</b>

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
<b>P. &amp; W.</b>	<b>11987/42-14774</b> <b>Totally</b>						
<b>1340-AN-1</b>	<b>A213739/11458</b> <b>Totally</b>						
<b>S-3H-1</b>		<b>84.</b>	<b>29.</b>	<b>109.</b>	<b>99.</b>	<b>201.</b>	<b>909.</b>
		<b>69.</b>	<b>221.</b>	<b>2.</b>	<b>1.</b>	<b>195.</b>	<b>803.</b>
		<b>69.</b>	<b>256.</b>	<b>-</b>	<b>-</b>	<b>231.</b>	<b>900.</b>

**ACCIDENT CLASSIFICATION**

COMMAND  
MONTH  
STAGE OF FLIGHT

4  
2  
1  
7  
4  
2  
1  
1  
FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
3RD  
5

TYPE OF A/C  
TYPE OF UNIT  
CATEGORY

PURPOSE OF FLIGHT:

Pilot training.

TECHNICAL OFFICER'S REPORT:

LCA/PCL/REN  
LCA/XA/CN

MULT

Nil

NATURE OF ACCIDENT:

Both a/c were coming in on final approach.

According to witnesses they appeared to collide and then break away at approx.

300'. Harvard spun into the ground and the Norseman mushed straight down and burst into flames. A/C were about 50 yds. apart after impact with the ground.

Despite efforts of the firefighters, the occupants could not be gotten out.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

CAUSE:

Pilot of Harvard failed to keep a proper lookout on his landing approach.

RECOMMENDATIONS: That a standing ruling be laid down for all pilots to adhere to especially in cases of cutting into circuits of other a/c whilst flying. That all a/c be installed with pilots RT radio equipment so that pilots may be given RT instruction from the Control Tower at all times while flying drome circuit.

CONCLUSIONS OF A.I.B.: Agree with findings. For Note 1 and 2 see Summary 2589.

SUMMARY No. 2589

CLASSIFICATION:

21. Collisions A/C.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Nil