

32 1 P	31 JU.	30 TECH.	29 DISOB.	28 NEG'NCE	27 INEXP'NCE	26 MISCEL.	25 INSTRUCT.	24 FLT. CONTR.	23 OTHERS	22 PRIMARY	21 FL. CONTS.	20 MOV. SURFS.	19 STAB. SURFS.	18 W. STRUTS	17 LAND GEAR	16 FLOATS	15 FUZE OR HULL	14 TAIL SKID OR W.	13 ENGINE MOUNT.	12 MISCEL.	11 UNDTD	10 PRIMARY	9 FUEL SYS.	8 COOL. SYS.	7 IGNIT. SYS.	6 LUB'N SYS.	5 ENG. STR.	4 AIRSCREW A.	3 ENG. CONTS.	2 MISCEL.	1 UNDTD
PILOT				OTHERS				AIRFRAME FAILURE								ENGINE FAILURE															
TYPE OF A/C				TYPE OF ENGINE				TYPE OF CATEGORY				STAGE OF FLIGHT				CAUSES				MISCELLANEOUS											
UNIT # 31 S.F.T.S. Kingston, Ont.								COM. 1				PLACE Kingston Aerodrome.				DATE 18-2-41				TIME 1600											
A/C TYPE Battle I								No. R3994 D				CRASH CAT. C.10				SE <input checked="" type="checkbox"/>		ME <input type="checkbox"/>		DAY <input checked="" type="checkbox"/>		NIGHT <input type="checkbox"/>		H.O. FILE 1300-3994							
NAME Battle I								RANK		No.		DUTY		INJURIES				SERIOUS													
Evans, (R3994)								ALA				P		Uninjured				FATAL		INJURY											
Matthias, (R7404)								ALA				P		Uninjured																	
																		CARD SERIAL NO.													
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
Battle Merlin		R3994		Serious		D14				25-2-41		INST.		NIGHT		ON TYPE			TOTAL		LAST 6 MOS.										
Battle Merlin		R7404		Serious												DUAL SOLO			DUAL SOLO												
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE											
299&349				R32&R3118-2-41																											
NATURE OF ACCIDENT																															

DUTY ON WHICH ENGAGED: Both A/C
were practicing circuits and
landings.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

R3994 collided with R7404 on the
ground.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Commanding Officers Report.

DATE: 25-2-41

COMPOSITION:

(F.W. Dickens.) Wing Commander.

MULT

TCA/PCT

TCA/XA

RECOMMENDATIONS:

The conditions were exceedingly difficult owing to the
landing ground being a sheet of smooth ice. Flying
later in the day had to be stopped as even instructors
found conditions too dangerous. An experienced
pilot might have been blamed but not so a
pupil.

PRIMARY CAUSE:

A/L/A Matthias was at the controls of
Battle R 7404, stationary and into wind
outside parking area. A/L/A Evans whilst
taxying across wind to a suitable
take-off position approached close to
R7404. He attempted to turn away but was
unable to do so owing to a strong cross wind
and ice-covered aerodrome surface. Instead of
switching off he attempted to turn away, and

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

SECONDARY CAUSE OR CONTRIBUTING FACTORS:
Landing ground being a sheet
of smooth ice. into Battle R 7404.

RECORDED BY

DATE

CHECKED BY

DATE