

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1						
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1						
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1						
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1						
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1						
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1

TYPE OF A/C	PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE				MISCELLANEOUS CAUSES		
TYPE OF ENGINE	CAUSES OF ACCIDENTS										STAGE OF FLIGHT				
CATEGORY	UNIT	6 S.F.T.S.	CCR.	# 1	PLACE	Dunnville airdrome				DATE		11-2-44	TIME	1405	
	A/C TYPE	Harvard	No.	2970	CRASH CAT.	C 2		SE	X	ME		DAY	X	NIGHT	
	NAME		RANK	NO.	DUTY	INJURIES		SERIOUS		FATAL		INJURY		CARD SERIAL NO.	
	Franklin, E.M.O.		Sgt.	R62970	FI	Uninjured.									
	Morley, L.		LAC	R87933	PP	Uninjured.									
	TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS					LAST 6 MOS.			
	Harvard	2970	Serious				INST.	NIGHT	ON TYPE		TOTAL				
	Wasp	7221/1260	Undamaged				DUAL	SOLO	DUAL	SOLO					
							41	51	62	340	133	466			
							18	10	28	29	67	84			
	SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE				
	A604		11-2-42												
NATURE OF ACCIDENT															

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Instrument take off.

OR COMMANDING OFFICER'S REPORT Investigating Officer's Report

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 12-2-42

OFM/FOP/ES/PM/M/O/UCKIB ✓
1.170

COMPOSITION:

Engine failed on take-off. Aircraft landed with wheels retracted damaging airscrew & wings.

F.L. W.F. Poag (C1397) 6 S.F.T.S. Dunnville, Ont

F.L. D.I. Macklin (C2361) 6 S.F.T.S. Dunnville, Ont

RECOMMENDATIONS:

Amend Command Instruction 45/7 to include the use of 32 - 38° of carburettor heat under all conditions, including take-off."

PRIMARY CAUSE:

~~Engine failed necessitating forced landing.~~

12. Forced Land

ACTION TAKEN:

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

N/C FORCE LANDED IMMEDIATELY AFTER TAKE-OFF, DUE TO ENGINE FAILURE CAUSED BY CARBURETTOR ICING. ALTHOUGH THE METEOROLOGIST STATED THERE WOULD DEFINITELY BE NO ICING ON 11-2-42 THE INVESTIGATING OFFICER, D.I. MACKLIN SETS OUT THAT HE NOTICED SEVERAL TIMES ON THAT DAY THAT WHIRLS OF SNOW BLOWING UP IN FRONT OF AIRCRAFT WHILE TAXIING, DUE TO THE DISTURBANCE MADE BY THE AIRSCREW, AND IT IS CONSIDERED THAT SUFFICIENT WHIRLING SNOW WAS PRESENT AROUND THE CARBURETTOR AIR INTAKE TO CAUSE ICING CONDITIONS.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Pilot made forced landing.
Carburettor icing.~~

26. Engine trouble - Accident

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____