

33	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							
2	1	JU.	TECH.	DISOB.	NEG-NCE	INEXP-NCE	MISCEL.	INSTRUCT.	FLT CONTR.	OTHERS	PRIMARY	FL. CONTRS.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND GEAR	FLOATS	FUSE OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UND/TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND/TD	18						
3	4	7	4	7	4	7	4	7	4	7	4	7	4	7	4	7	4	7	4	7	4	7	4	7	4	7	4	7	4	7	4	7	4	7	17				
4	7	4	7	4	7	4	7	4	7	4	7	4	7	4	7	4	7	4	7	4	7	4	7	4	7	4	7	4	7	4	7	4	7	4	7	16			
5	8	5	8	5	8	5	8	5	8	5	8	5	8	5	8	5	8	5	8	5	8	5	8	5	8	5	8	5	8	5	8	5	8	5	8	15			
6	9	6	9	6	9	6	9	6	9	6	9	6	9	6	9	6	9	6	9	6	9	6	9	6	9	6	9	6	9	6	9	6	9	6	9	14			
7	10	7	10	7	10	7	10	7	10	7	10	7	10	7	10	7	10	7	10	7	10	7	10	7	10	7	10	7	10	7	10	7	10	7	10	13			
8	11	8	11	8	11	8	11	8	11	8	11	8	11	8	11	8	11	8	11	8	11	8	11	8	11	8	11	8	11	8	11	8	11	8	11	12			
9	12	9	12	9	12	9	12	9	12	9	12	9	12	9	12	9	12	9	12	9	12	9	12	9	12	9	12	9	12	9	12	9	12	9	12	11			
10	13	10	13	10	13	10	13	10	13	10	13	10	13	10	13	10	13	10	13	10	13	10	13	10	13	10	13	10	13	10	13	10	13	10	13	10	10		
11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	9			
12	15	12	15	12	15	12	15	12	15	12	15	12	15	12	15	12	15	12	15	12	15	12	15	12	15	12	15	12	15	12	15	12	15	12	15	8			
13	16	13	16	13	16	13	16	13	16	13	16	13	16	13	16	13	16	13	16	13	16	13	16	13	16	13	16	13	16	13	16	13	16	13	16	7			
14	17	14	17	14	17	14	17	14	17	14	17	14	17	14	17	14	17	14	17	14	17	14	17	14	17	14	17	14	17	14	17	14	17	14	17	6			
15	18	15	18	15	18	15	18	15	18	15	18	15	18	15	18	15	18	15	18	15	18	15	18	15	18	15	18	15	18	15	18	15	18	15	18	15	5		
16	19	16	19	16	19	16	19	16	19	16	19	16	19	16	19	16	19	16	19	16	19	16	19	16	19	16	19	16	19	16	19	16	19	16	19	16	4		
17	20	17	20	17	20	17	20	17	20	17	20	17	20	17	20	17	20	17	20	17	20	17	20	17	20	17	20	17	20	17	20	17	20	17	20	17	3		
18	21	18	21	18	21	18	21	18	21	18	21	18	21	18	21	18	21	18	21	18	21	18	21	18	21	18	21	18	21	18	21	18	21	18	21	18	2		
19	22	19	22	19	22	19	22	19	22	19	22	19	22	19	22	19	22	19	22	19	22	19	22	19	22	19	22	19	22	19	22	19	22	19	22	19	1		
20	23	20	23	20	23	20	23	20	23	20	23	20	23	20	23	20	23	20	23	20	23	20	23	20	23	20	23	20	23	20	23	20	23	20	23	20	32		
21	24	21	24	21	24	21	24	21	24	21	24	21	24	21	24	21	24	21	24	21	24	21	24	21	24	21	24	21	24	21	24	21	24	21	24	31			
22	25	22	25	22	25	22	25	22	25	22	25	22	25	22	25	22	25	22	25	22	25	22	25	22	25	22	25	22	25	22	25	22	25	22	25	30			
23	26	23	26	23	26	23	26	23	26	23	26	23	26	23	26	23	26	23	26	23	26	23	26	23	26	23	26	23	26	23	26	23	26	23	26	29			
24	27	24	27	24	27	24	27	24	27	24	27	24	27	24	27	24	27	24	27	24	27	24	27	24	27	24	27	24	27	24	27	24	27	24	27	28			
25	28	25	28	25	28	25	28	25	28	25	28	25	28	25	28	25	28	25	28	25	28	25	28	25	28	25	28	25	28	25	28	25	28	25	28	27			
26	29	26	29	26	29	26	29	26	29	26	29	26	29	26	29	26	29	26	29	26	29	26	29	26	29	26	29	26	29	26	29	26	29	26	29	26	29	26	30
27	30	27	30	27	30	27	30	27	30	27	30	27	30	27	30	27	30	27	30	27	30	27	30	27	30	27	30	27	30	27	30	27	30	27	30	27	30	31	
28	31	28	31	28	31	28	31	28	31	28	31	28	31	28	31	28	31	28	31	28	31	28	31	28	31	28	31	28	31	28	31	28	31	28	31	28	31	32	
29	32	29	32	29	32	29	32	29	32	29	32	29	32	29	32	29	32	29	32	29	32	29	32	29	32	29	32	29	32	29	32	29	32	29	32	29	32	33	
30	33	30	32	30	32	30	32	30	32	30	32	30	32	30	32	30	32	30	32	30	32	30	32	30	32	30	32	30	32	30	32	30	32	30	32	30	32	33	

TYPE OF A/C  
 TYPE OF ENGINE  
 CATEGORY

PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																	
CAUSES OF ACCIDENTS																															
UNIT <b>2 SPTS. Uplands</b>								COM. <b>3</b>		PLACE <b>400 yds. W. Uplands A.</b>										DATE <b>3-3-42</b>		TIME <b>1130</b>									
A/C TYPE <b>Harvard</b>								No. <b>3050</b>		CRASH CAT. <b>B</b>		SE <b>x</b>		ME <b>x</b>		DAY <b>x</b>		NIGHT <b>x</b>													
NAME <b>Holmes J. K.</b>								RANK <b>LAC</b>		No. <b>R98804</b>		DUTY <b>PP</b>		INJURIES <i>slightly</i> <b>Severely injured.</b>						SERIOUS <b>1</b>											
																		CARD SERIAL NO.													
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
												INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS													
<b>Harvard</b>		<b>3050</b>										<b>30 14</b>		<b>45 37</b>		<b>76 72</b>															
<b>Wasp</b>		<b>S3H1</b>																													
<b>Makers</b>		<b>9273</b>																													
<b>RCAP</b>		<b>4661</b>																													
SIGNAL No & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE											
<b>A-719 3-3-42</b>																															
NATURE OF ACCIDENT																															

MISCELLANEOUS  
 FLIGHT  
 STAGE OF  
 INJURY

HANDO.  
 INSTS.  
 WEATHER  
 DRKNS.  
 ALG SURF.  
 OTHER  
 UND/TD  
 PRIMARY  
 TAXIING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STAIRY  
 FATAL  
 INJ. BRO.

DUTY ON WHICH ENGAGED:

**Radio formation training.**

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT: J.F.M./M.I./P.C.I./S.C.P.T./P.C./I.L. 50/44

Investigating Officer's report.

DATE: 3-3-42

COMPOSITION:

F.L. A.D. Haylett

#2 S.F.T.S.

RECOMMENDATIONS:

Nil

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Pilot wished to land a/c but due to heavy aerodrome traffic had to go around several times. Pupil did not see signal to land so made another circuit - at this time his engine failed, and had to make a forced landing  $\frac{1}{4}$  mile from the run-

PRIMARY CAUSE:

(way.

~~Engine failed on approach. Pilot neglected to change fuel tank after gas exhausted.~~

ACTION TAKEN:

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

Conclusion of A.I.B.

Nil

Forced landing due to engine failure caused by pupil pilot's mistake in not switching to reserve fuel tank when left tank ran dry. Had it not been for congested aerodrome traffic, pilot would have probably landed on first approach when engine was operating, or if he had seen green light on his 7th approach all might have been well. The evidence on page 11, of airframe mechanic in taking the pilot's word that he had plenty of gas, discloses a poor state of ground maintenance in this instance.

CHECKED BY

DATE

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft made a force landing.

17. Forced Landing