CASPIR.warplane.com

CASPIR Aircraft Accident Cards

Serial: FJ768

Title: Stearman Stearman (Kaydet) serial:FJ768 Accident Card

Author: Royal Air Force (RAF)

Subject: This accident involved 1 aircraft on 1942-April-27. Stearman PT27 s/n FJ768. This accident involved 2 people. MacDonald HE, McConnell FB

Keywords: RAFStearman PT27,FJ768,36 EFTS,36 Elementary Flying Training School,Aerodrome,1942-April-27,MacDonald,McConnellRCAF L20

Created: 1942-04-27

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000947#FJ768

CAUSES OF ACCIDENTS

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

PILOT: JU. TECH. DISOB. NEG'NCE INEXP'NCE MISCEL.
OTHERS: INSTRUCT. FLT. CONTR. OTHERS
AIRFRAME FAILURE: PRIMARY FL. CONTS. MOV. SURFS. STAB. SURFS. W. STRUTS LAND GEAR FLOATS FUSE. OR HULL TAIL SKID OR W. ENGINE MOUNT. MISCEL. UN'DTD
ENGINE FAILURE: PRIMARY FUEL SYS. COOL. SYS. IGNIT. SYS. LUB'N SYS. ENG. STR. AIRSCREW A. ENG. CONTS. MISCEL. UN'DTD

MISCELLANEOUS CAUSES: PRIMARY HAND Q. INSTS. WEATHER DRKNS. AL'G SURF. OTHER UN'DTD

STAGE OF FLIGHT: PRIMARY TAXYING LANDING TAKE-OFF FLIGHT STAT'RY

INJURY: FATAL INJ. 3RD.

TYPE OF A/C | TYPE OF ENGINE | CATEGORY: A B C D

UNIT: 36 E.F.T.S. Pearce, Alta.	COM. 4	PLACE: M.A.			DATE: 27-4-42	TIME: 0831	
					H.Q. FILE: 1300-FJ768		
A/C TYPE: Stearman PT 27		No.: FJ768	CRASH CAT.: C 2	SE: x	ME:	DAY: x	NIGHT:

NAME	RANK	No.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
McConnell F.B.	LAC.	1532008	P.	Uninjured.		
MacDonald H.E.	P/O		I.	"		

CARD SERIAL No.:

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS: INST.	NIGHT	ON TYPE: DUAL	ON TYPE: SOLO	TOTAL: DUAL	TOTAL: SOLO	LAST 6 MOS.
Stearman PT27 FJ768 Continental R670/5 AC/41/52077		Slight N11				--	--	14	:40	17	:40	

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
A-69 27-4-42					

NATURE OF ACCIDENT

DUTY ON WHICH ENGAGED:

Solo practice.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C turned over. Pilot made bad landing causing aircraft to tip over on its back.

PRIMARY CAUSE:

~~Bad landing. Inexperienced pupil failed to open up engine and go round again after making bad landing.~~

7 Other

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft tipped over on its back.~~

COURT OF INQUIRY, INVESTIGATING OFFICER OR COMMANDING OFFICER'S REPORT:

R170

DATE:

COMPOSITION: L H/PSHM

RECOMMENDATIONS:

Nil

ACTION TAKEN:
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

Nil

RECORDED BY DATE

CHECKED BY DATE