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CASPIR Aircraft Accident Cards

Serial: FD979

Title: Stearman Stearman (Kaydet) serial:FD979 Accident Card

Author: Royal Air Force (RAF)

Subject: This accident involved 1 aircraft on 1942-June-18. Stearman s/n FD979. This accident involved 1 person. Compton T

Keywords: RAFStearman ,FD979,36 EFTS,36 Elementary Flying Training School,High River Aerodrome,1942-June-18,ComptonRCAF L20

Created: 1942-06-18

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000947#FD979

CAUSES OF ACCIDENTS

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

JU. TECH. DISOB. NEG'NCE INEXP'NCE MISCEL. INSTRUCT. FLT. CONTR. OTHERS PRIMARY FL. CONTS. 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. CONTS. MISCEL. UND'TD PRIM'R HAND O. INSTS. WEATHER DRKNS. AL'G SURF. OTHER UND'TD PRIMARY TAXYING LANDING TAKE-OFF FLIGHT STAT'RY FATAL INJ. 3RD. INJURY

TYPE OF A/C | TYPE OF ENGINE | CATEGORY | MISCELLANEOUS CAUSES | STAGE OF FLIGHT

UNIT	COM.	PLACE	DATE	TIME
36 E.F.T.S Pearce, Alberta	# 4	High River Aerodrome	18-6-42 H.Q. FILE 1300-FD979	1000

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Stearman	FD979	C1½	x		x	

NAME	RANK	No.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
Compton, T.	LAC	1320168	P	Uninjured		

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 Continental	FD979 51891/13254	Slight Nil				2	---	29	20	29	20	

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
A-143 22-6-42					

NATURE OF ACCIDENT

DUTY ON WHICH ENGAGED:

Solo practice.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Ground loop to right on landing.

COURT OF INQUIRY, INVESTIGATING OFFICER OR COMMANDING OFFICER'S REPORT: R170

DATE: 15/[illegible]

COMPOSITION:

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~Inexperience on part of pilot.~~

2. SWUNG.

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

Nil

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft ground looped to right.~~

RECORDED BY DATE

CHECKED BY DATE