

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	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	
TYPE OF ACCIDENT		PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																
CAUSES OF ACCIDENTS																																
UNIT 3 Wireless S. Winnipeg, Man.				COM. 2		PLACE Adjoining S.E boundary Stevenson airport, Winnipeg.										DATE 9-9-42		TIME 1415														
A/C TYPE Fleet Fort				No. 3630		CRASH CAT. A		SE x		ME		DAY x		NIGHT		H.Q. FILE 1100-36-30																
NAME			RANK		No.		DUTY		INJURIES						SERIOUS																	
Beilhartz R.E.			Sgt.		R90737		P		Killed.						FATAL		INJURY															
Nicholson A.L.			LAC.		R144056		PP		Killed.						2																	
CARD SERIAL NO.																																
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																				
Fleet Fort 3630		Totally		Totally								INST.		NIGHT		ON TYPE				TOTAL		LAST 6 MOS.										
Jacobs 15621/1809		Totally																DUAL		SOLO		DUAL		SOLO								
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE												
A-52				9-9-42																												
NATURE OF ACCIDENT																																

CAUSES
 MISCELLANEOUS
 FLIGHT

HAND Q.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.
 INJURY

DUTY ON WHICH ENGAGED:

Wireless training exercise.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICERS REPORT

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

At 200' engine cut out. Pilot made a turn to the east and engine cut in again but did not give full power. Aircraft flew east for about 3 city blocks and the pilot tried to get in a position to land back on the field. Aircraft maintained its altitude but engine cut out completely. A/C stalled and went into a left spin immediately completing almost one full turn before striking ground where it caught ~~immense~~ fire.

DATE: September 10th, 1942.

COMPOSITION:

110 C / 110 C / 115 J / 115 / 115 / 115 / 115

F/L Joseph A Basso (C2762) No. 3 B.&G.S.

RECOMMENDATIONS:

THAT THE DISTRIBUTOR ROTOR IN THE BATTERY IGNITION SYSTEM BE MODIFIED TO ALLOW THE DRIVE TO BE TAKEN BY OTHER THAN THE BAKELITE FLANGE WHICH IS EASILY CRACKED WHEN REMOVED AND REPLACED DURING MAINTENANCE INSPECTION.

THAT THE ENGINE SWITCH BE MOVED TO A POSITION IN FRONT OF THE PILOT AND NORMALLY VISIBLE TO HIM DURING FLIGHT. IN ITS PRESENT LOCATION THERE IS ALSO THE DANGER THAT THE SWITCH MIGHT BE INADVERTENTLY MOVED BY CATCHING ON THE PILOT'S CLOTHING, ETC.

Primary Cause:

Pilot's error in attempting to turn back to Aerodrome when the engine failed shortly after take-off..

Out of Control

ACTION TAKEN:

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

Nil.

Conclusions of A.I.B.

- (A) THIS ACCIDENT WAS DUE TO PILOT'S ERROR IN ATTEMPTING TO TURN BACK TO AERODROME WHEN THE ENGINE FAILED SHORTLY AFTER TAKE-OFF.
- (B) THE ENGINE FAILURE WAS DUE TO A BROKEN DISTRIBUTOR ROTOR IN THE BATTERY IGNITION SYSTEM.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Engine failure due to a broken distributor rotor in the battery ignition system.~~

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____

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