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CASPIR Aircraft Accident Cards

Serial: AR830

Title: Airspeed Oxford Mk. I serial:AR830 Accident Card

Author: Royal Air Force (RAF)

Subject: This accident involved 1 aircraft on 1942-October-20. Oxford II s/n AR830. This accident involved 1 person. Bent RR

Keywords: RAFOxford II,AR830,39 SFTS,39 Service Flying Training School,Aerodrome,1942-October-20,BentRCAF L20

Created: 1942-10-20

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001215#AR830

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 PRIMARY

HAND Q. INSTS. WEATHER DRK'NS. A/G SURF. OTHER UND'TD PRIMARY TAXYING LANDING TAKE-OFF FLIGHT STAT'RY

FATAL INJ. 3RD. INJURY

TYPE OF A/C

UNIT	COM.	PLACE	DATE	TIME
39 S.F.T.S. Swift Current	# 4	Main Aerodrome	20-10-40	1055

H.Q. FILE 1300-AR830

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Oxford II	AR 830	C 4		x	x	

TYPE OF ENGINE

NAME	RANK	No.	DUTY	INJURIES	SERIOUS FATAL	SERIOUS INJURY
Bent, R.R.	LAC	1037751	PP	Nil		

CARD SERIAL No.

MISCELLANEOUS CAUSES

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
Oxford II	AR830	Slight			
Cheetah	A157451/A134748	Slight			

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE DUAL	ON TYPE SOLO	TOTAL DUAL	TOTAL SOLO	LAST 6 MOS.

STAGE OF FLIGHT

CATEGORY A B C D

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE

NATURE OF ACCIDENT

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 RAF

DUTY ON WHICH ENGAGED:

Practice turns and circuits and landings.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

On returning to M.A. pilot made two unsuccessful attempts to land and whilst climbing up to go round again his port engine cut at 600 feet. Pilot completed circuit on one engine and landed on aerodrome with u/c retracted. Port main tank was dry and ~~xxxxxxxxxx~~ 2 gallons in the stbd. main tank. Both auxiliary tanks were full but had not been turned on.

PRIMARY CAUSE:

~~Carelessness of pilot in failing to turn on auxiliary fuel supply carry out cockpit check on coming in to land.~~

Others

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SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Failure of port engine.~~

~~Landing with U/C retracted.~~

U/C Drill - In Air

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

D-14

DATE:

COMPOSITION:

RECOMMENDATIONS:

ACTION TAKEN:

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

Endorsement of log book and discontinuance of training.

RECORDED BY DATE

CHECKED BY DATE