

ACCIDENT CLASSIFICATION

UNIT 34 O.T.U. Penfield Ridge	COM. EAC	PLACE Quonsett Point, Rhode Island, U.S.A.	DATE 12.6.43	TIME 1618
A/C TYPE Ventura	No. FN.977	CRASH CAT. A	H.Q. FILE 1700-FN977	
			S.E.	M.E. X
			DAY	NIGHT X

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Odlum, D.W.J. (GB)	Sgt	1068115	P	Slightly	No.	DATE
Burley, H.T.C.	WO1	R69756	WAG	Missing in sea/ Killed.	A.767	12.6
					D 14 (REVISED)	
					No.	CHECKED
					3	J
					#3	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Port		35	13	247	16	330	36

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

- 7
- 4
- 2
- 1
- 7
- 4
- 2
- 1
- FORCED LANDING
- TAXYING
- LANDING
- TAKE-OFF
- FLIGHT
- STATORY
- FATAL
- INJ.
- INJURY
- 3rd
- 5
- 2

TYPE OF A/C

TYPE OF UNIT

CATEGORY

1 2

1

61

2

60

3

59

4

58

5

57

6

56

7

55

8

54

9

53

10

52

11

51

12

50

13

49

14

48

15

47

16

46

17

45

18

44

19

43

20

42

21

41

22

40

23

39

24

38

25

37

26

36

27

35

28

34

29

33

30

32

31

31

32

30

33

29

34

28

35

27

36

26

37

25

38

24

39

23

40

22

41

21

42

20

43

19

44

18

45

17

46

16

47

15

48

14

49

13

50

12

51

11

52

10

53

9

54

8

55

7

56

6

57

5

58

4

59

3

60

2

61

1

PURPOSE OF FLIGHT:

Ferrying.

TECHNICAL OFFICER'S REPORT:

NIL. 000/1755

Recommend standardization of fuel gauges. (See below)

NATURE OF ACCIDENT:

A/C swung on take off, collided with light A.A. gun post and went into the sea. Pilot flung clear cutting his face and breaking his nose but WAG knocked unconscious and drowned.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 998

endeavoured to get a/c into the air by pulling it off the ground before it had reached proper flying speed. Lateral control was not available and the a/c continued its swing at the same time a wing dropped. A/c was heading for an obstruction on the ground, in attempt to pull a/c over the obstruction aggravated the stalled condition of the wings.

CAUSE: Pilot error.

CONCLUSIONS OF A.I.D.: Agree with the findings and remarks of S.A.S.C.

Considered that standardization of fuel gauges is not necessary but order drafted that all U.S.A. gauges have a printed notice near gauge that they are calibrated in U.S. gallons and not in Imp.Gals.

CLASSIFICATION:

12

~~9. Swinging.~~

SWUNG.

SECONDARY OR CONTRIBUTORY FACTORS:

~~11. Hitting obstructions.~~

~~32. Pilot error.~~

ACTION TAKEN:

NIL.