

182 61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31

ACCIDENT CLASSIFICATION

UNIT 2 S.F.T.S. Uplands, Ont. COM. 3 PLACE Vicinity of North Gower, Ont. DATE 2-7-43 TIME 1215 H.Q. FILE 1100-32-90

A/C TYPE Harvard II NO. 3290 CRASH CAT. C 3 S.E. X M.E. DAY X NIGHT

| PERSONNEL | RANK | NUMBER | DUTY | INJURIES | SIGNAL |
|--------------|------|------------|------|----------|----------|
| Bruce, R.B. | AUS | P/O 420810 | PI | Nil | NO. DATE |
| Morrison, D. | LAC | R173576 | PI | Nil | |

| PERSONNEL | RANK | NUMBER | DUTY | INJURIES | SIGNAL |
|-----------|------|--------|------|----------|--------|
| | | | | | |

| D 14 (REVISED) | |
|----------------|---|
| NO. 1 | CHECKED <input checked="" type="checkbox"/> |

| ENGINE | ENGINE NUMBER (S) | HOURS FLOWN BY PILOTS | | | | | |
|-----------|-------------------|-----------------------|-------|---------|------|-------|------|
| Wasp S3H1 | 213523/10528 Nil | INST. | NIGHT | ON TYPE | | TOTAL | |
| | | | | SOLO | DUAL | SOLO | DUAL |
| | | 23 | 30 | 171 | 74 | 231 | 131 |
| | | 37 | 22 | 71 | 79 | 101 | 112 |

| ENGINE | ENGINE NUMBER (S) | HOURS FLOWN BY PILOTS | | | | | |
|--------|-------------------|-----------------------|--|--|--|--|--|
| | | | | | | | |

| ENGINE | ENGINE NUMBER (S) | HOURS FLOWN BY PILOTS | | | | | |
|--------|-------------------|-----------------------|--|--|--|--|--|
| | | | | | | | |

ACCIDENT CLASSIFICATION

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 M N

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

4
2
1
7
4
2
1
FORCED LANDING
TAXIING
LANDING
TAKE OFF
FLIGHT
STATRY
FATAL
INJ.
3RD
5
RAF
M N

PURPOSE OF FLIGHT:

No. 21 Dual Cross-Country

TECHNICAL OFFICER'S REPORT:

Nil

FM/PSU/PCDE/ET/FM/M/I ✓

NATURE OF ACCIDENT:

On final leg of flight, engine began to run roughly. Pilot assumed trouble to be gas supply and switched tanks but no improvement was apparent. Attempted precautionary landing and struck tree top with port wing during final approach.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Steps being taken to ensure that all instructors and students are fully aware of the possibilities and dangers of carburettor icing and have read all pertinent information on subject.

CLASSIFICATION:

32. Pilot Error
Probable carburettor icing.

SECONDARY OR CONTRIBUTORY FACTORS:

41. Hitting obstructions

ACTION TAKEN:

Log book endorsed "Error in Judgment"