

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	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62
ACCIDENT CLASSIFICATION																																																													
UNIT No. 1 Ref.Sqn. Rockcliffe.		COM. 3.	PLACE I.A.		DATE 19-7-43	TIME 0830																																																							
A/C TYPE Harvard II		NO. 2922		CRASH CAT. C 6	H.Q. FILE 1100-29-22																																																								
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL																																																						
Googe, A.I.		F/C	J11313	FI	Nil		NO.	DATE																																																					
Ralph, R.L.		IMC	R160482	PP	Nil		4447	19-7																																																					
							D 14 (REVISED)																																																						
							NO.	CHECKED																																																					
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ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				181																																																					
Wasp S3H1		4805/11589 Seriously		INST.	NIGHT	ON TYPE		TOTAL																																																					
						SOLO	DUAL	SOLO	DUAL																																																				
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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	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62

COMMAND

MONTH

STAGE OF FLIGHT

4
2
1
7
4
2
1
1
FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJURY
3RD
S
M
N

PURPOSE OF FLIGHT:

) Taxiing to runway

NATURE OF ACCIDENT:

) While making tarmac check pressure (fuel)
) dropped below 2 lbs. By use of wobble
) pump fuel pressure was brought up to
) normal. Throttle was opened in order
) to bring up fuel pressure and immedi-
) ately smoke began to come out of ex-
) haust and engine nacelle.

CLASSIFICATION:

) ~~57. Miscellaneous.~~

24

) 24 Prop.

SECONDARY OR CONTRIBUTORY FACTORS:

) ~~32. Pilot error (Instructor should
) have reported A/C unserviceable
) when unable to build up pressure)~~

) 30. ~~Ferr. on Ground.~~ 30

R. C. A. F. L. 20 (REVISED)
7M-4-43 (3202) K. P. 5051
H. O. 885-L 20

TECHNICAL OFFICER'S REPORT:

) Engine first caught fire due to over priming and back-
) fire. Pilot could not obtain correct pressure and
) fire started again. Fire originally took place in
) carburettor and was extinguished.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

TM/PCDE/EF/PM/PH/T/GE ✓

ACTION TAKEN:

) Pilot admonished.