

162	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																																																												
TYPE OF A/C	UNIT No. 34 S.F.P.S. Medicine Hat.		COM. # 4	PLACE S. of Tolson R1													DATE 24-7-43	TIME 1600	COMMAND																																									
	A/C TYPE Harvard 3TB		No. PL911	CRASH CAT. C 7		H.Q. FILE 1300-PL911		S.E. X	M.E.	DAY X	NIGHT																																																	
TYPE OF UNIT	PERSONNEL			RANK	NUMBER	DUTY	INJURIES		SIGNAL		MONTH																																																	
	St. Aubin, C.A.J.G.De			P/C	130771	P	131		No. A731	DATE 25-7																																																		
CATEGORY	ENGINE			ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS						STAGE OF FLIGHT																																																
	Wasp R1340-AN-1			42-644-15780		ON TYPE		TOTAL		D 14 (REVISED)																																																		
			Slight		INST.	NIGHT	SOLO	DUAL	SOLO		DUAL	No. 82																																																
					-	-	17	31	57	78																																																		
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

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FORCED LANDING
TAXING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ
3RD
INJURY

PURPOSE OF FLIGHT:

) Solo forced landing practice.

TECHNICAL OFFICER'S REPORT:



NATURE OF ACCIDENT:

) Pupil was carrying out solo forced landing practice. On opening throttle the engine failed to produce full power, and the pupil could not maintain height. He forced landed with wheels retracted.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Throttle link mechanism had become loose to such an extent that the splines on throttle quadrant were over-riding and movement of throttle control in cockpit had no effect on the quadrant on the carburettor. A plain nut had been fitted in the place of a slotted nut and split pin, and had become loose allowing splines to over-ride. Considered probable that nut was fitted when engine was installed in airframe, which had flown 42 hours 40 minutes since engine installation.

CLASSIFICATION:

) ~~54. Engine failure in the air.~~

17

17. Forced Landing

SECONDARY OR CONTRIBUTORY FACTORS:

) ~~34. Wheels up landing.~~

26

26. Engine trouble
accident

ACTION TAKEN:

Disciplinary action taken against Maintenance Personnel concerned.