

ACCIDENT CLASSIFICATION

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

TYPE OF A/C	UNIT No.124 Ferry Sqn., Rockcliffe.		COM. AFHQ	PLACE De Havilland Field		DATE 5-8-43	TIME 1000	COMMAND		
	A/C TYPE Mosquito		No. KB164	CRASH CAT. A	H.O. FILE 1300-KB164					
TYPE OF UNIT	PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		MONTH
	Kertland, P.		F/O	J14018	P	Slight		No.	DATE	
CATEGORY	Beardmore, C.W.		LAC	R88684	OC	Nil		A365	5-8	FORCED LANDING
									D 14 (REVISED)	
								No.	CHECKED	LANDING
									#1	TAKE OFF
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS						FLIGHT
				INST.	NIGHT	ON TYPE		TOTAL		STATRY
						SOLO	DUAL	SOLO	DUAL	FATAL
										INJ.
										3RD
										INJURY

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

PURPOSE OF FLIGHT:

Testing aircraft.

TECHNICAL OFFICER'S REPORT:

05/05/61/67 ✓

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 1097

A/c swung to the right on take-off which was corrected by application of the left rudder. This caused a/c to bounce in the air, landing with further correction and the a/c swung to the left sideways down the length of the runway and broadside to it. Fire broke out and a/c was completely destroyed. Over application of rudder in attempting to correct the normal torque swing to port causing swing to stbd which in turn was over-corrected to port by rudder and torque.

Recommended that Mosquito for pilot training be established at 124 Ferry Sqn. and pilots be provided an opportunity of flying these aircraft a minimum of 2 hours weekly.

Recommended that as R.C.A.F. pilots are using this airport regularly, suitable fire fighting equipment

ACTION TAKEN: be ready at all times on field.

Fire truck did not arrive until 7 to 10 minutes after crash.

CLASSIFICATION:

~~9. Swinging.~~

12. *Swung*

12

SECONDARY OR CONTRIBUTORY FACTORS:

~~25. Inexperience.~~