

CASPIR Aircraft Accident Cards

Serial: FE309

Title: North American Harvard Mk. IIB serial:FE309 Accident Card

Author: Royal Air Force (RAF)

Subject: This accident involved 1 aircraft on 1943-October-17. Harvard IIB s/n FE309. This accident involved 2 people. Ekinsmyth KB, Enticott JG

Keywords: RAFHarvard IIB,FE309,34 SFTS,34 Service Flying Training School,Whitla R2,1943-October-17,Ekinsmyth,EnticottRCAF L20

Created: 1943-10-17

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000852#FE309>

ACCIDENT CLASSIFICATION

UNIT 34 S.F.T.S. Medicine Hat	COM. 4	PLACE Whitla, R2	DATE 17-10-43	TIME 1730
A/C TYPE HARVARD IIB		NO. FE309	CRASH CAT. "D" $\frac{1}{2}$	H.O. FILE 1300-FE309
		S.E. X	M.E.	DAY X
				NIGHT

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Enticott, J.G.	F/O	129448	FI	Uninj.	NO.	DATE
Ekinsmyth, K.B.	F/O	407042	PF	Uninj.	D 14 (REVISED)	
XXXXXXXXXX					NO.	CHECKED
					39	<input checked="" type="checkbox"/>
					#104	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Wasp R1340AN-1	42-705/15841 Nil	-	-	800	21	1170	130
		-	-	22	42	57	77

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
INJURY

ACCIDENT CLASSIFICATION

TYPE OF A/C: 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 UNIT: 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

CATEGORY: 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

RAF M N

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Essential dual.

Nil

TM/8221

NATURE OF ACCIDENT:

After landing at base pilot discovered that rudder was dented. This was probably caused by taxiing over rough ground at R.2 aerodrome.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

57. Miscellaneous.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Nil