

CASPIR Aircraft Accident Cards

Serial: 3625

Title: Fleet Fort serial:3625 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1943-October-25. Fleet Fort 60x II s/n 3625. This accident involved 2 people. Davey WJE, Targosz GM

Keywords: RCAF Fleet Fort 60x II,3625,3 WS,3 Wireless School,Stevenson Field
Winnipeg,1943-October-25,Davey,TargoszRCAF L20

Created: 1943-10-25

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000741#3625>

ACCIDENT CLASSIFICATION

UNIT 3 W.S. Winnipeg		COM. 2	PLACE Stevenson Airport		DATE 25-10-13	TIME 1700		
A/C TYPE PORT 60X II		No. 3625	CRASH CAT. "B"	S.E. X	M.E.	DAY X	NIGHT	
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL	
Targosz, G.M.		SGT	R161477	P	Uninj.		No. DATE	
Davey, W.J.E		ASS LAC	419899	WO	Uninj.		1.54 26-10	
							D 14 (REVISED)	
							No. CHECKED	
							1	
							#5	
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Jacobs L6MB	25337/14026 Nil		ON TYPE		TOTAL			
			INST.	NIGHT	SOLO	DUAL	SOLO	DUAL
			8	10	160	3	248	120

COMMAND

MONTH

STAGE OF FLIGHT

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

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

W/T exercise.

NATURE OF ACCIDENT:

After landing a/c started to swing to right, pilot tried to correct with rudder and throttle, but tail stbd brake had seized preparatory to landing. Overheating of brakes may have occurred on previous test flight after inspection, no evidence that pilot on last flight misused controls.

Recommend careful examination on between flights inspection for evidence of overheating particularly under high windy conditions, which necessitates abnormal use of brakes.

CLASSIFICATION:

~~46. Brake failure.~~

SWUNG.

2

SECONDARY OR CONTRIBUTORY FACTORS:

~~61. Swinging on landing.~~

~~37. Overturning.~~

BRAKE FAILURE

36

TECHNICAL OFFICER'S REPORT:

Brake plates are warped and show definite signs of overheating. Melted grease was found on tires of both wheels, indicating that both brakes had been overheated.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

L 40 / 6 BF

ACTION TAKEN:

Nil