

UNIT 6 S.F.T.S. Dunville		COM. 1	PLACE 1 mile SE of M.A.		DATE	1-11-43	TIME	1100	COMMAND	
					H.Q. FILE		1100-26-97			
A/C TYPE HARVARD II		No.	2697	CRASH CAT. "C"3	S.E.	X	M.E.	DAY	NIGHT	MONTH
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		STAGE OF FLIGHT	
Reid, G.W.		P/O	J27235	P	Uninj.		No.	DATE		FORCED LANDING
Willmot, D.R.		GB	1AC	PP	Uninj.		A.3108	1-11	TAXIING	
							D 14 (REVISED)			LANDING
							No.	CHECKED	TAKE-OFF	
							1	<input checked="" type="checkbox"/>		FLIGHT
							#2		STATRY	
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				FATAL		
Wasp S3H1		4225/8311		INST.	NIGHT	ON TYPE			TOTAL	
						43	56	SOLO	DUAL	SOLO
				28	25	325	122	365	173	5
						48	63	78	101	

ACCIDENT CLASSIFICATION

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FATAL  
INJ.  
3RD  
INJURY

PURPOSE OF FLIGHT:

Instrument Take-offs.

TECHNICAL OFFICER'S REPORT:

Failure of #4 cylinder exhaust rocker arm housing.

NATURE OF ACCIDENT:

Pilot was giving an instrument take-off to pupil. About 400 feet the motor suddenly ran very rough and instructor or took over control. Unable to maintain altitude, made forced landing in a field with u/c retracted. The aircraft had done 3 previous take-offs and seemed quite serviceable when it began to run rough.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

*UFM/AOP/ET/VA/M/O/00K/B*

CLASSIFICATION:

~~13 Engine failure.~~

*15*

*15. Force Land*

*30973*

SECONDARY OR CONTRIBUTORY FACTORS:

~~33 Technical defect.~~

~~34 Wheels up landing.~~

ACTION TAKEN:

Nil.

*To Engine Trouble - 2 6  
Accident*