

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 () 30 () 29 () 28 () 27 () 26 () 25 () 24 () 23 () 22 () 21 () 20 () 19 () 18 () 17 () 16 () 15 () 14 () 13 () 12 () 11 () 10 () 9 () 8 () 7 () 6 () 5 () 4 () 3 () 2 () 1 ()

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|--------------------------|----------------------------------|-------------------------------------|-----------------|-------------------------|---------------|-----------------------------|------------------|-----------|-----------------|
| TYPE OF A/C | UNIT 2 S.F.T.S. | | COM. 3 | PLACE M.A. | | DATE 15-12-43 | TIME 1045 | COMMAND | |
| | Uplands | | | | | H.Q. FILE 1100-26-99 | | | |
| TYPE OF UNIT | A/C TYPE HARVARD II | | NO. 2699 | CRASH CAT. "B" | S.E. X | M.E. | DAY X | NIGHT | MONTH |
| | PERSONNEL Robertson, F.O. | | RANK GB | NUMBER Cpl 65676 | DUTY P | INJURIES Uninj. | | SIGNAL | |
| CATEGORY | | | | | | | | | STAGE OF FLIGHT |
| | | | | | | | | | |
| | | ENGINE NUMBER (S) 4813/11597 | | HOURS FLOWN BY PILOTS | | | | | |
| ENGINE Wasp S3H.1 | | | | INST. | NIGHT | ON TYPE | | TOTAL | |
| | | | | | | SOLO | DUAL | SOLO | DUAL |
| | | | | 9 | 5 | 4 | 9 | 34 | 42 |
| | | | | | | | | | |
| | | | | | | | | | |

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 ()

7
4
2
1
7
4
2
1
1
FORCED LANDING
()
TAXYING
()
LANDING
()
TAKE-OFF
()
FLIGHT
()
STATRY
()
FATAL
()
INJ.
()
3RD
()
INJURY
()
RAF
()
M/N

PURPOSE OF FLIGHT:

Seq. 5,6,7,8,10,11,12,13,14,17,
20,22.

TECHNICAL OFFICER'S REPORT:

0 FM/ROF/ET/NK/NK/O ✓

NATURE OF ACCIDENT:

When on take-off speed, engine began to sputter badly. Pilot checked R.P.M. and Boost and all temperatures found to be normal for take-off. He then throttled back and tried to make a landing on his wheels. Hit windward boundary fence and overturned.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~13. Engine failure.~~

15

15 Mile Land

SECONDARY OR CONTRIBUTORY FACTORS:

~~11. Hitting obstructions.~~

~~37. Overturning.~~

ACTION TAKEN:

26
6 Engine Trouble - Accident.

C. C. A. F. L. 20 (REVISED)
7M.4.43 (3209) (K. P. 5051)
H. Q. 889-L 20