

## CASPIR Aircraft Accident Cards

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**Serial:** 3613

**Title:** Fleet Fort serial:3613 Accident Card

**Author:** Royal Canadian Air Force (RCAF)

**Subject:** This accident involved 1 aircraft on 1944-January-22. Fleet Fort II s/n 3613. This accident involved 1 person. Rumson GE

**Keywords:** RCAF Fleet Fort II,3613,3 WS,3 Wireless School,Stevenson Field  
Winnipeg,1944-January-22,RumsonRCAF L20

**Created:** 1944-01-22

**Link:** <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000741#3613>

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

ACCIDENT CLASSIFICATION

UNIT <b>3 W.S. Winnipeg</b>		COM. <b>2</b>	PLACE <b>Stevenson's Field</b>		DATE <b>22-1-44</b> TIME <b>1450</b>	H.Q. FILE <b>1100-36-13</b>			
A/C TYPE <b>FORT II</b>		No. <b>3613</b>	CRASH CAT. <b>"D"2</b>	S.E. <b>x</b>	M.E.	DAY <b>x</b>	NIGHT		
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
<b>RUMSON, G.E.</b>		<b>SGT</b>	<b>R174980</b>	<b>P</b>	<b>Uninj.</b>		No. <b>A.73</b> DATE <b>22-1</b>		
							D 14 (REVISED)		
							No. <b>7</b> CHECKED <input checked="" type="checkbox"/>		
							#10		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
<b>Jacobs L6MB</b>		<b>15349/25660</b>		INST.	NIGHT	ON TYPE		TOTAL	
						SOLO	DUAL	SOLO	DUAL
				<b>34</b>	<b>10</b>	<b>36</b>	<b>3</b>	<b>140</b>	<b>110</b>

COMMAND  
MONTH  
STAGE OF FLIGHT

4  
2  
1  
7  
4  
2  
1  
FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STAT'RY  
FATAL  
INJ  
3rd  
5

TYPE OF A/C  
TYPE OF UNIT  
CATEGORY

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 Z

PURPOSE OF FLIGHT:

Forced landing practice.

TECHNICAL OFFICER'S REPORT:

LM / ANT / PCM / UG F / XGI

Nil

NATURE OF ACCIDENT:

Pilot sent up solo for forced landing practice, returned to airport, made normal three point landing, and after rolling short distance, nosed up. Examination of tracks showed that a/c had skidded on ice about 20' and nosed up immediately on touching bare ground. Pilot reported no brakes used; but brakes were fully serviceable on examination.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~36. Nosing up.~~

7. Others

7

SECONDARY OR CONTRIBUTORY FACTORS:

~~4. Harsh use of brakes.~~

24. Carelessness.

ACTION TAKEN:

Log book endorsed "Carelessness".