

ACCIDENT CLASSIFICATION

UNIT 34 O.T.U.		COM. EAC	PLACE M.A.		DATE 10-1-44	TIME 13:00			
A/C TYPE VENTURA I			NO. 677	CRASH CAT. "A"	H.Q. FILE 1022-M-7169				
PERSONNEL			RANK	NUMBER	DUTY	INJURIES		SIGNAL	
BURROWS, K		GB	SGT	1046292	Pp	Slightly Injur.		NO. A694	DATE 10-1-44
MCNEIL, A.H.			SGT	R137662	WAG	" "		D 14 (REVISED)	
								NO. 3	CHECKED <input checked="" type="checkbox"/>
								#4	
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
P & S		199359/1443		Total		ON TYPE		TOTAL	
Double wasp		199040/510		"		SOLO	DUAL	SOLO	DUAL
				22	22	9	9	292	113

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

- 1
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- FORCED LANDING
- TAXIING
- LANDING
- TAKE OFF
- FLIGHT
- STAIRY
- FATAL
- INJ.
- INJURY
- 3rd
- 5
- 2

PURPOSE OF FLIGHT:

Training flight.

TECHNICAL OFFICER'S REPORT:

Nil

LOC/ADL/ACDPAW

NATURE OF ACCIDENT:

Both engine cut (one second before the other) when a/c was 200-300' during a normal landing approach. A/C dropped sharply and pilot failed to correct in time. A/C "mushed" on to ground. Port engine caught fire and a/c burnt out.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 170

CONCLUSIONS OF A.I.B.

The cause of this accident remains obscure but it is, despite the evidence given by the pilot, considered to have resulted from mismanagement of the flying and engine controls. Conclusions of C.I. Accidents
This accident was certainly due to the pilot mishandling controls. The flaps were not damaged in the crash and from photographic evidence the flaps were "up". It appears that the pilot inadvertently raised the flaps at low altitude and stalled the aircraft.

CLASSIFICATION:

~~54. Engine failure in the air.~~

4. Heavy

4

SECONDARY OR CONTRIBUTORY FACTORS:

~~40. Heavy landing - flying into ground.~~

~~42. Fire after landing.~~

~~46. Engine trouble - accident.~~

Nil