

ACCIDENT CLASSIFICATION

UNIT 6 S.F.T.S. Dunnville	COM. 1	PLACE M.A.	DATE 4-2-44		TIME 1030			
			H.Q. FILE 1100-37-66					
A/C TYPE HARVARD II		No. 3766	CRASH CAT. "D"1	S.E. X	M.E.	DAY X	NIGHT	
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL	
MOORSE, E.E.		LAC	R202383	PP	Uninj.		No. A.3001 DATE 4-2	
							D 14 (REVISED)	
							No. 1 CHECKED <input checked="" type="checkbox"/>	
							#9 CR 1/1	
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Wasp S3HI	A213700/11419 serious		INST.	NIGHT	ON TYPE		TOTAL	
					SOLO	DUAL	SOLO	DUAL
			25	20	42	56	73	95

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAKING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
3RD
S
M

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Authorized for seq 28 - Formation.

NATURE OF ACCIDENT:

Pilot was doing a normal take-off and was climbing at 28" m.p. and 2000 r.p.m. when his motor started cutting out. He did a circuit at 250' and on the down wind leg attempted to lower u/c but claims that he couldn't get the selector to the down position. He completed the circuit and approached for a wheels up landing. He was given a red flare but he put on his landing lights and landed on runway. Motor checked O.K. on ground before flight.

CLASSIFICATION:

~~34. Wheels up landing.~~

(15)

15. Forced Land

SECONDARY OR CONTRIBUTORY FACTORS:

~~13. Engine failure.~~

26. Engine Trouble 26 accident

TECHNICAL OFFICER'S REPORT:

~~LUC/PCOOW/ET/PMM/IL/UCDL/WIP~~
Reason could not be determined. Possible icing. Consider that pilot did not apply sufficient pressure on selector valve.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

LUC/PCOOW/ET/PMM/IL/UCDL/WIP

30372

ACTION TAKEN:

Nil