

CASPIR Aircraft Accident Cards

Serial: 3259

Title: North American Harvard Mk.IIB serial:3259 Accident Card

Author: Royal Air Force (RAF)

Subject: This accident involved 1 aircraft on 1944-May-01. Harvard II s/n 3259. This accident involved 2 people. Baird GL, Moore E

Keywords: RAFHarvard II,3259,34 SFTS,34 Service Flying Training School,Whitla R2,1944-May-01,Baird,MooreRCAF L20

Created: 1944-05-01

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000852#3259>

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 () 7 ()

ACCIDENT CLASSIFICATION

UNIT 34 S.F.T.S. Medicine Hat	COM. 4	PLACE Whitla, R.2	DATE 1-5-44	TIME 0900
A/C TYPE HARVARD II	NO. 3259	CRASH CAT. "D"	H.Q. FILE 110(-32-59)	
			S.E. X	M.E.
			DAY X	NIGHT

COMMAND

MONTH

STAGE OF FLIGHT

4 ()
2 ()
1 ()
7 ()
4 ()
2 ()
1 ()
FORCED LANDING ()
TAXIING ()
LANDING ()
TAKE-OFF ()
FLIGHT ()
STATRY ()
FATAL ()
INJ ()
INJURY ()
3RD ()
5 ()
RAF ()
M ()

TYPE OF A/C
TYPE OF UNIT
CATEGORY

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
MOORE, E.	F/S	1310929	FI	Uninj.	NO.	DATE
BAIRD, G.L.	LAC	1805592	PP	Uninj.	A866	2-5
					D 14 (REVISED)	
					NO.	CHECKED
					1	✓
					#6	

ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
			INST.	NIGHT	ON TYPE		TOTAL	
					SOLO	DUAL	SOLO	DUAL
Wasp S3HI	262242/12172	slight	-	-	1100	50	1130	128
					7	25	49	76

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 ()

PURPOSE OF FLIGHT:

Circuits and landings.

TECHNICAL OFFICER'S REPORT:

LUC / UDWV

NATURE OF ACCIDENT:

Red light, indicating stbd leg was not locked, remained on, so pilot decided to land with u/c retracted.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Examination of the airframe revealed that the legs locked down, but that the stbd u/c warning switch was defective. The nut locking the knurled switch actuating disc on the rod, had slackened back thereby permitting the knurled disc to also move out of adjustment and so rendering the switch inoperative.

CLASSIFICATION:

~~34. Wheels up landing.~~

17. Forced Landing 17

SECONDARY OR CONTRIBUTORY FACTORS:

~~33. Technical defect.~~

35. Left Defect 35

ACTION TAKEN:

NIL