CASPIR.warplane.com

# CASPIR Aircraft Accident Cards

**Serial:** 3049

**Title:** North American Harvard Mk.IIB serial:3049 Accident Card

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

**Subject:** This accident involved 1 aircraft on 1944-May-20. Harvard II s/n 3049. This accident involved 2 people. Hepburn JP, Wasteneys ME

**Keywords:** RCAFHarvard II,3049,2 FIS,2 Flying Instructor School,Calgary,1944-May-20,Hepburn,WasteneysRCAF L20

**Created:** 1944-05-20

**Link:** https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000852#3049

ACCIDENT CLASSIFICATION

| UNIT | COM. | PLACE | DATE | TIME |
|---|---|---|---|---|
| 2 F.I.S. Pearce | 4 | Calgary | 20-5-44 | 1200 |

H.Q. FILE: 1100-30-49

| A/C TYPE | NO. | CRASH CAT. | S.E. | M.E. | DAY | NIGHT |
|---|---|---|---|---|---|---|
| HARVARD II | 3049 | "D" | x | | x | |

| PERSONNEL | RANK | NUMBER | DUTY | INJURIES |
|---|---|---|---|---|
| WASTENEYS, M.E. | P/O | J42918 | P | Uninj. |
| HEPBURN, J.P. | P/O | J42879 | PP | Uninj. |

SIGNAL

| NO. | DATE |
|---|---|
| A212 | 20-5 |

D 14 (REVISED)

| NO. | CHECKED |
|---|---|
| 3 | |

#65

| ENGINE | ENGINE NUMBER (S) |
|---|---|
| [illegible] | 10076/ |
| | 213436 Nil |

HOURS FLOWN BY PILOTS

| INST. | NIGHT | ON TYPE SOLO | ON TYPE DUAL | TOTAL SOLO | TOTAL DUAL |
|---|---|---|---|---|---|
| 44 | 23 | 15 | 25 | 136 | 166 |
| 48 | 20 | 15 | 25 | 124 | 168 |

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STAT'RY

INJURY
FATAL
INJ.
3RD
S

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Routine training flight.

NATURE OF ACCIDENT:

Carrying out overshoot procedure when engine cut out. Fuel wobble pump was worked, but engine did not respond, red light went on when engine cut out. Belly landing carried out.

TECHNICAL OFFICER'S REPORT:

OFM/R/AOP/PODE/1 ES/PT/PM/C/UUK/BD

NIL ENGINE OPERATED PROPERLY AFTER INSTALLATION OF NEW PROP.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS: SUMMARY No.

CLASSIFICATION:

~~34. Wheels up landing.~~

17 Forcld Landing

SECONDARY OR CONTRIBUTORY FACTORS:

Co's REMARKS STATE: -

PROBABILITY OF PILOT'S NOT SWITCHING TO FULL PETROL TANK IN TIME.

ACTION TAKEN:

Log book endorsed.

R.C.A.F. L 20 (REVISED)
7M-4-43 (3202) K.P. 5051
H. Q. 885-L 20

C. C. LTD. 7084-43