

ACCIDENT CLASSIFICATION

UNIT 2 W.S.	COM. 4	PLACE 4$\frac{1}{2}$ mil NE of Shepard	DATE 21-5-44 TIME 1300
A/C TYPE HARVARD IIB		NO. FE997	H.Q. FILE 1300-FE997
		CRASH CAT. "B"	S.E. X M.E. DAY X NIGHT

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
HILL, D.W.	F/S	A421729	P	Slightly Inj.	No.	DATE
BILTON, D.P.	LAC	R221906	WO	Slightly Inj.	A161	21-5
					D 14 (REVISED)	
					No.	CHECKED
					8	<input checked="" type="checkbox"/>
					#64	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
P & W Wasp R1340/AN1	42-10100/22492	serious		SOLO	DUAL	SOLO	DUAL
			41	21	93	3	860 128

- FORCED LANDING ()
- TAXIING ()
- LANDING ()
- TAKE-OFF ()
- FLIGHT ()
- STABTY ()
- FATAL ()
- INJ. ()
- INJURY ()
- 3RD ()
- 5 ()
- RAF ()
- M ()

ACCIDENT CLASSIFICATION

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

TYPE OF A/C

TYPE OF UNIT

CATEGORY

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

PURPOSE OF FLIGHT:

W/T training. ex.

NATURE OF ACCIDENT:

Attempted a forced landing, Hit telephone pole and turned over.

CLASSIFICATION:

~~41. Hitting obstructions.~~

22. Collision w/ Obstr

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

FM/AOP/PCDE/ET/PM/M/1/AE ✓

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 43

CIRCUMSTANCES: The a/c approached from S at quite a high speed and touched down three times and bounced each time. Pilot realized he could not get down safely in this field and as there was a roadway and telephone lines in his path, he did not lower his flaps, but attempted to pull the a/c up over the telephone poles and land in adjacent field. This attempt was unsuccessful as a/c struck one of the poles breaking it off 5 to 6 feet from top. Wires were not broken. A/C then touched down in the next field, stbd wing touching first, then stbd wheel. Then swung onto port wheel. Prop dug into ground and a/c went over on its back.

Conclusions of A.I.B.: Possibility of carb icing is very likely and this is what caused the throttle to ACTION TAKEN: partly jam. Hand fuel pump being used pilot working throttle back and forth after getting it free caused carb flooding with engine backfiring started fuel to burn.