

ACCIDENT CLASSIFICATION

UNIT <b>34 SFTS</b>	COM. <b>4</b>	PLACE <b>Aerodrome</b>	DATE <b>6-6-44</b>	TIME <b>1340</b>
A/C TYPE <b>HARVARD 11B</b>		No. <b>FE829</b>	CRASH CAT. <b>"D"</b>	H.Q. FILE <b>1300-FE829</b>
		S.E. <b>x</b>	M.E.	DAY <b>x</b>
		NIGHT		

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
<b>Fairhurst G.</b>	<b>LAC</b>	<b>1675120</b>	<b>P.P.</b>	<b>Nil</b>	No. <b>A8</b>	DATE <b>7-6-44</b>
					D 14 (REVISED)	
					No. <b>2</b>	CHECKED <input checked="" type="checkbox"/>
					<b>#9</b>	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
<b>Wasp R1340- AN1</b>	<b>R 42-1171 21095</b>			<b>11:00</b>	<b>20:00</b>	<b>50:00</b>	<b>74:00</b>

ACCIDENT CLASSIFICATION

COMMAND  
MONTH  
STAGE OF FLIGHT

FORCED LANDING  
TAXYING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJURY

TYPE OF A/C  
TYPE OF UNIT  
CATEGORY

RAF  
M 2

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

OM/PCDM/ATC ✓

Taking off on solo exercise.

NATURE OF ACCIDENT:

Pupil experienced difficulty in raising tail on take-off. He reached 60 MPH and the a/c was still not airborne.

Subsequently the a/c ran off the end of the runway and struck a fence beyond the boundary.

On investigation immediately after the accident it was discovered that the elevator trimming gear was almost in the tail heavy position.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~14. Misuse of Controls~~

13. Collisions.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN: Interviewed by squadron Commander L.B.E.