

62 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

ACCIDENT CLASSIFICATION

UNIT 31 S.F.T.S. Kingston	COM. 3	PLACE Inverart, Ont.	DATE 20-6-44	TIME 1630
A/C TYPE LYSANDER IIIIATT		NO. 1556	CRASH CAT. "D"3	H.O. FILE 1100-15-56
		S.E. X	M.E.	DAY X
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
HORTON, A.W.F.	F/S	1416416	P	Uninj.	NO.	DATE
GREEN, J.A.	ACI	1238428	OC	Uninj.	C134	20-6
					D 14 (REVISED)	
					NO.	CHECKED
					9	<input checked="" type="checkbox"/>
					#5	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.		ON TYPE		TOTAL	
		NIGHT	SOLO	DUAL	SOLO	DUAL	
Mercury XX	A18072/23202 slight	56	25	150	-	782	149

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 RAF MW

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

7
4
2
1
7
4
2
1
FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATIONARY
FATAL
INJ.
INJURY 3RD
5

PURPOSE OF FLIGHT:

Target towing.

TECHNICAL OFFICER'S REPORT:

NIL FB/PSJ/ES/EM/D/IL

FB/AOP/PSJ/ES/PF/D/IL

NATURE OF ACCIDENT:

Pilot was operating on the Loughboro
Tow line at 1500'. Engine began to
run roughly so pilot moved mixture
control to full rich, pitch into fine
and tested the magneto. The port magneto
was O.K. but pilot obtained a rev drop of
over 200 on the stbd magneto. Assumed plugs
had oiled up and switched on both magnetos
opened throttle smoothly to '0' boost then
closed it to - 2 lbs. sq. in. Stbd magneto
still showed a big drop in revs. Engine then
began to vibrate severely and pilot left tow
CLASSIFICATION: line, throttled back to ease the
vibration and told D.O. to cut cable.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:
FINDINGS: SUMMARY No.

17. Forced landing.

Chose field for a precautionary
landing and with throttle open
enough to maintain height, decided to
make a run over at 300ft. At beginn-
ing of dummy run, the engine cut
completely and pilot landed straight
ahead. Due to grass and down-slope of
field there was little braking effect
and the a/c hit far fence at fast
taxiing speed and tipped on its nose.

SECONDARY OR CONTRIBUTORY FACTORS:

26. Engine trouble - accident.

ACTION TAKEN:

NIL