

**ACCIDENT CLASSIFICATION**

UNIT <b>1 S.F.T.S.</b>		COM. <b>1</b>	PLACE <b>M. A.,</b>		DATE <b>29-1-45<sup>ME</sup> 0900</b>		H.Q. FILE <b>1100-31-63</b>		
A/C TYPE <b>HARVARD</b>		NO. <b>3163</b>	CRASH CAT. <b>"D"</b>		S.E. <b>X</b>	M.E.	DAY <b>X</b>	NIGHT	
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
<b>WALLACE, L.M.</b>		<b>F/O</b>	<b>J36174</b>	<b>F.I.</b>	<b>Uninj.</b>		NO.	DATE	
<b>THOMPSON, A.H., GB</b>		<b>LAG</b>	<b>1625933</b>	<b>P.P.</b>	<b>Uninj.</b>		<b>16. 2</b>		
							D 14 (REVISED)		
							NO.	CHECKED	
							<b>3</b>		
							<b>18</b>		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
<b>Wasp</b>		<b>8030/4113 Slightly</b>		INST.	NIGHT	ON TYPE		TOTAL	
						DUAL	SOLO	DUAL	SOLO
				<b>111</b>	<b>217</b>	<b>134</b>	<b>504</b>	<b>225</b>	<b>1491</b>
				<b>38</b>	<b>17</b>	<b>67</b>	<b>34</b>	<b>115</b>	<b>70</b>

COMMAND

MONTH

STAGE OF FLIGHT

- FORCED LANDING
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STAYTY
- FATAL
- INJ.
- INJURY
- 3RD
- 5

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PURPOSE OF FLIGHT:

Instrument Practice.

NATURE OF ACCIDENT:

Pilot completed normal tarmac check,  
Engine run-up, found normal. A/C  
airborne, Pilot noticed manifold pressure  
begin to rise above normal, passing 43"  
N.G. Before any action could be taken  
the engine quit. Pilot raised u/c and  
landed straight ahead..

CLASSIFICATION:

15. Force Land

SECONDARY OR CONTRIBUTORY FACTORS:

26. Engine Trouble - Accident.

TECHNICAL OFFICER'S REPORT:

Engine failure on take-off.

OFM/ADP/PODE/ES/NK/No/UDK/B

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

ACTION TAKEN:

N11