

ACCIDENT CLASSIFICATION

UNIT <b>14 S.F.T.S. Kingston, Ont.</b>	COM. <b>1.</b>	PLACE <b>M.A.</b>	DATE <b>25-2-45</b> TIME <b>1815</b>
A/C TYPE <b>HARVARD II</b>	No. <b>AJ 585</b>	CRASH CAT. <b>"B"</b>	H.Q. FILE <b>1300-AJ585</b>
		S.E. <b>x</b>	M.E. <b>x</b>
		DAY <b>x</b>	NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
<b>RICHARDSON, W.E., FX</b>	<b>A/LA</b>	<b>582523</b>	<b>P.P.</b>	<b>Uninj.</b>	No. <b>C.8</b>	DATE <b>26-2</b>
					D 14 (REVISED)	
					No. <b>4</b>	CHECKED
					<b>27</b>	

ENGINE	ENGINE NUMBER(S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
<b>Wasp S3H1</b>	<b>181/9553 Seriously</b>	<b>12</b>	<b>2</b>	<b>13</b>	<b>8</b>	<b>52</b>	<b>31</b>

ACCIDENT CLASSIFICATION

COMMAND  
MONTH  
STAGE OF FLIGHT

Forced Landing  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STRATRY  
FATAL  
INJURY  
3rd  
5

RAF  
M/N

PURPOSE OF FLIGHT:

Seq. 9,10,11,12,13,14,17,22.

NATURE OF ACCIDENT:

Normal landing procedure, but due to rather violent ballooning, decided to go round again. Engine sounded weak, so throttled back and reopened it; till without success. At about 100' - 200' engine could not maintain enough power for flight, and as a house (and the lake) were in direct line, "mushed" the plane down, switching off ignition and fuel. Before u/c could be lifted, the ground was reached and the plane bounced on its back.

CLASSIFICATION:

15. Force Land.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

Nil

OFM/R/AOP/ES/NK/0

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

ACTION TAKEN:

Nil