

82 81 80 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 24 E.F.T.S. Abbotsford	COM. #	PLACE M.A.	DATE 9-12-43	TIME 1020
A/C TYPE CORNELL II		No. 15248	CRASH CAT. "A"	H.Q. FILE 1100-153-48
		S.E. X	M.E.	DAY X
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Taylor, S.F.	LAC	K 215330	PP	Killed	No. 83	DATE 9-12
					D 14 (REVISED)	
					No. 2	CHECKED <input checked="" type="checkbox"/>
					#21	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		NIGHT	ON TYPE		TOTAL		
			SOLO	DUAL	SOLO	DUAL	
Ranger	37315/6813 total loss	9	5	31	37	31	37

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

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
3rd
INJURY
5

RAF

PURPOSE OF FLIGHT:

Solo.

TECHNICAL OFFICER'S REPORT:

DOC/AOC/PEF/AN

NATURE OF ACCIDENT:

Shortly after take-off endeavoured to return to field making sharp turn and fell in. When a/c passed the end of runway it had reached an altitude of 400 to 500ft. Continued climbing but its engine was sputtering. When it was 500' in the air it made a steep climbing turn to stbd, during which the engine stopped and in which the a/c stalled. A/c dived from the stall but recovered after dropping 200' and continued in a level altitude. Then nose came up slowly its wing

CLASSIFICATION:

12. Loss of control.

19. Out of control 19.

SECONDARY OR CONTRIBUTORY FACTORS:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY NO. 2219

CIRCUMSTANCES: Engine failed shortly after take-off. Pilot attempted to return to aerodrome stalled and dived into the ground.

CAUSE: Engine failure shortly after take-off which engine failure was caused by failure of fuel pump.

RECOMMENDATIONS: That all flying instructors at this school be checked to ensure that each is giving instruction on this point (action to take in the event of engine failure shortly after take-off) in the manner laid down.

CONCLUSIONS OF A.I.B. Agree with findings.

NOTE: The I.O. expressed the opinion that despite the engine failure the accident might have been fatal if the pupil had landed straight ahead instead of attempting to return to aerodrome which he had apparently tried to do.

ACTION TAKEN: