

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 7

ACCIDENT CLASSIFICATION

UNIT 10 E.F.T.S. Pendleton	COM. 3	PLACE 1 mile W of Treadwell	DATE 2-2-44	TIME 1010
A/C TYPE TIGER MOTH	NO. 5137	CRASH CAT. "D"2	H.Q. FILE 1100-51-37	
		S.E. x	M.E.	DAY x
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL												
MCLEOD, H.I.	SGT	7883		Uninj.	<table border="1"> <tr> <td>NO.</td> <td>DATE</td> </tr> <tr> <td>A.131</td> <td>3-2</td> </tr> <tr> <td colspan="2">D 14 (REVISED)</td> </tr> <tr> <td>NO.</td> <td>CHECKED</td> </tr> <tr> <td>1</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>#1</td> <td>CR / U / T</td> </tr> </table>	NO.	DATE	A.131	3-2	D 14 (REVISED)		NO.	CHECKED	1	<input checked="" type="checkbox"/>	#1	CR / U / T
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A.131	3-2																
D 14 (REVISED)																	
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#1	CR / U / T																

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
Gypsy Major	3026/98121 slightly	2	-	SOLO 19	DUAL 24	SOLO 19	DUAL 24

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 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

TYPE OF A/C
TYPE OF UNIT
CATEGORY
COMMAND
MONTH
STAGE OF FLIGHT
FORCED LANDING
TAXIING
LANDING
TAKE OFF
FLIGHT
STATRY
FATAL
INJ.
INJURY

RAF
M
N
S
3RD

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

FF/100/100 PMG 1

Authorized to do gliding and climbing. Water and dirt found in gas sump & turns, spinning, steep turns, forced landings. Filter.

NATURE OF ACCIDENT:

aerobatics.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Remarks of C.C.

Agree that Civilian Co. is at fault in that when an a/c is taken on strength a more thorough check on acceptance should be made. Also all a/c put away at night must be refuelled before being placed in the hangar. Corrective measures to prevent a recurrence are assured.

After carrying out aerobatic practice trainee proceeded to thr forced landing area. Flying at 4300' straight and level the a/c began to run rough and showed a definite drop in R.P.M. Switches and gas and mixture control were checked and in proper order. Then applied full throttle, engine sputtered and stopped completely. A/C then put into a dive and throttle pumped at same time. Engine did not respond.

CLASSIFICATION:

Forced landing, and on actual landing in snow with wheel equipped a/c turned over on its back.

~~54. Engine failure in the air.~~

17 Forced Landing

SECONDARY OR CONTRIBUTORY FACTORS:

26 Engine Trouble - Accident

ACTION TAKEN:

Nil