

ACCIDENT CLASSIFICATION

| | | | | | | | | | |
|---------------------------------------|------------------|-----------------------------------|--------------------------|--------------------------------|---------------------|-----------------|---------------------|-----------|-----------|
| UNIT 4 E.F.T.S. Windsor | COM. 3 | PLACE 5 miles E OF M.A. | | DATE 4-2-44 | TIME 1000 | | | | |
| | | | | H.O. FILE 1100-43-77 | | | | | |
| A/C TYPE TIGER MOTH | | No. 4377 | CRASH CAT. "B" | S.E. x | M.E. | DAY x | NIGHT | | |
| PERSONNEL | | RANK | NUMBER | DUTY | INJURIES | | SIGNAL | | |
| REDSTALL, P.W. GB | | LAC | 1607493 | PP | Uninj. | | No. A.13 | | |
| | | | | | | | DATE 4-2 | | |
| | | | | | | | D 14 (REVISED) | | |
| | | | | | | | No. 1 | | |
| | | | | | | | CHECKED X | | |
| | | | | | | | #2 CR. 1/1 | | |
| ENGINE | | ENGINE NUMBER (S) | | HOURS FLOWN BY PILOTS | | | | | |
| Gipsy Major IC | | 12903/89159 serious | | INST. | NIGHT | ON TYPE | | TOTAL | |
| | | | | | | SOLO | DUAL | SOLO | DUAL |
| | | | | 7 | 3 | 29 | 33 | 29 | 45 |

TYPE OF A/C
TYPE OF UNIT
CATEGORY

COMMAND
MONTH
STAGE OF FLIGHT

- 4
- 2
- 1
- 7
- 4
- 2
- 1
- FORCED LANDING
- TAXIING
- LANDING
- TAKEOFF
- FLIGHT
- STATIONARY
- FATAL
- INJURY
- 3RD
- 5

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Solo practice 10,14,16,17,25 (L&R)

Nil *FBI/Porter/ET 14*

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

While practicing a forced landing in #2 area on the completion of which pilot opened throttle to regain height.

FINDINGS:

SUMMARY No.

Remarks of C.O.

The engine underwent a partial failure. Engine had been warmed at intervals while losing height. Kept a/c in glide, going over the cock-pit check finding everything in order. Tried engine again and it picked up but was too low to prevent a/c striking the ground. U/C stuck in soft snow, causing it to lose over, ending up on its back.

Possible insufficient clearing of engine during approach. Possible putting throttle on too quickly. Emphasizing necessity of proper use of throttle during forced landing approaches.

CLASSIFICATION:

~~54. Engine failure in the air.~~
20 Flew into Ground

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

~~44. Bad surface.~~
~~37. Overturning.~~
26 engine trouble - accident

Log book endorsed.