

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

ACCIDENT CLASSIFICATION

UNIT 1 B.G.S. Jarvis		COM. 1	PLAC Kimmets farm, Rainham country		DATE 31-7-44	TIME 0915			
A/C TYPE LYSANDER IIIA		No. 2317	CRASH CAT. "A"		H.Q. FILE 1700-3317	S.E. X	M.E. DAY NIGHT X		
PERSONNEL		RANK	NUMBER	DUTY	INJURIES			SIGNAL	
GREEN, J.H.		P/O	J42932	P	Killed			No.	DATE
GARLAND, S.W.		LAC	R119204	DO	Uninj.			D 14 (REVISED)	
							No. 4	CHECKED <input checked="" type="checkbox"/>	
							#4		

ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Bristol Mercury XX		24019/100094 total		INST.	NIGHT	ON TYPE		TOTAL	
						DUAL	SOLO	DUAL	SOLO
				36	22		98	150	234

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

COMMAND
MONTH
STAGE OF FLIGHT
FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJURY
3RD
5

PURPOSE OF FLIGHT:

Drogue exercise.

TECHNICAL OFFICER'S REPORT:

NATURE OF ACCIDENT:

About thirty minutes after take-off engine was heard to sputter and one of the occupants was seen to bail out and land safely. A/C circled, losing height and seemed to stall on a turn and drop nearly vertically into the ground.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

CAUSE: Following engine failure pilot failed to make forced landing crashing out of control.

RECOMMENDATIONS: Nil

CONCLUSIONS OF A.I.B. Lysander a/c crashed following engine failure at 5,000'. Pilot apparently decided to force landing but lost control, possibly due to poor airmanship.

There is no evidence as to cause of engine failure. Apparently engine failures at this unit have been frequent. One staff pilot gave evidence as follows:-

I am of the opinion that these a/c have been flown longer than they should have been and as long as they run up to the required revolutions we take them off. Their action with the target extended leaves plenty to be desired. I further state that it is not a matter

ACTION TAKEN: of maintenance but of the gradual wearing out of the equipment. According to evidence it is considered that P/O Green was not a fit and proper pilot to be engaged in staff pilot duties.

CLASSIFICATION:

17. Forced landing.

SECONDARY OR CONTRIBUTORY FACTORS:

NIL
100/P/AOP/PSF/N/E/ES/NKI
100/AOP/100/PSF/N/E/ES/NKI

SUMMARY No. 2416