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PILOT OTHERS				ENGIN	NE FAILURE	, r.
WOODS TOWN SOR	PLACE			DATE 30-1-	43 TIME 2	378 1 / 6 /
A/C TYPE	No.	CR CA	ASH	SE ME	DAY NIGH	[] [] [] []
NAME	RANK NO.	DUTY	илли	1 E S	SERIOUS	=== c _ /.\\/ /
Kudlac, P.	F/S 48726	52 PP	Severely 1	njured.	CARD SERIAL NO	T OTHER OTHER
	TENT DEPORT SER	A1	HOL	IRS FLOWN BY	PILOTS	
& ENGINE NO. OF DA	AMAGE FORM N		INST. NIGHT	ON TYPE		MOS. TITLE
	5 Slight					D W KYGE
			E REPOR	T FIL	E DATE	
	UNIT 32 S.F.T.S. Moose Jaw, Sask. A/C TYPE Oxford II NAME Kudlac, P. TYPEA/F & ENGINE Oxford II BM748 To Cheetah FC1387/RC1244	UNIT 32 S.F.T.S. Moose Jaw, Sask. A/C TYPE Oxford II NAME RANK NO. Kudlac, P. EXTENT OF DAMAGE REPORT SERIE Oxford II BM748 Total Cheetah FC1387/RC1245 Slight	PILOT OTHERS CAUSES OF AC UNIT 32 S.F.T.S. Moose Jaw, Sask. # 4 4 miles N.E. of A/C TYPE Oxford II NAME RANK NO. DUTY Kudlac, P. F/S 787262 PP TYPEA/F NO. OF DAMAGE FORM NO. Oxford II BM748 Total Cheetah FC1387/RC1245 Slight	PILOT OTHERS CAUSES OF ACCIDENTS UNIT 32 S.F.T.S. Moose Jaw, Sask. # 4 # miles N.E. of M.A. A/C TYPE Oxford II NAME RANK NO. DUTY Kudlac, P. F/S 787262 PP Severely i TYPEA/F & ROGINE Oxford II BM748 Total Cheetah FC1387/RC1245 Slight CAUSES OF ACCIDENTS PLACE # 4 miles N.E. of M.A. A RANK NO. DUTY INJUR BM748 A HOU INST. NIGHT	CAUSES OF ACCIDENTS UNIT 32 S.F.T.S. Moose Jaw, Sask. # 4 Miles N.E. of M.A. A/C TYPE Oxford II NAME RANK NO. DUTY INJURIES Kudlac, P. F/S 787262 PP Severely injured. TYPEA/F & ROOM A EXTENT OF DAMAGE FORM NO. DATE 30-1- H.O. FILE 1 BM748 A DATE 30-1- H.O. FILE 1 BM748 A DATE 30-1- H.O. FILE 1 BM748 A DATE ON TYPE INJURIES F/S 787262 PP Severely injured. TYPEA/F & NO. DATE INST. NIGHT ON TYPE DUAL SOLO Cheetah FC1387/RC1245 Slight	PILOT OTHERS AIRFRAME FAILURE CAUSES OF ACCIDENTS UNIT 32 S.F.T.S. Moose Jaw, Sask. #4 4 miles N.F. of M.A. A/C TYPE Oxford II NAME RANK NO. DUTY INJURIES SERIOUS Kudlac, P. F/S 787262 PP Severely injured. CARD SERIAL N. CARD SERIAL N.

()	DUTY ON WHICH ENGAGED:	COURT OF INQUIRY, INVESTIGATING OFFICER					
)	Solo night training flight.	OR COMMANDING OFFICER'S REPORT: D-14					
)	NATURE OF ACCIDENT AND STAGE OF FLIGHT:	DATE: 1 Feb./43	INVESTIGATING OFFICER				
)	Aircraft struck power line,	COMPOSITION:	F.L. Flower, R.E., #32 S.F.T.S.)			
	when attempting to approach on	14.0	OPPNK)			
)	instruments.)			
	Believe sensitive altimeter & rate	RECOMMENDATIONS:					
′	climb indicator may have stuck due	e to Nil)			
)	icing of static pressure slot but		S OF A.I.B.	\rightarrow			
)	PRIMARY CAUSE: not find definite evider support this supposition	Probably d	ue to icing of pitot head, howeve	r			
)	19. Bad weather.	the r e is r	o evidence to show if altimeters)			
)	Very bad visibility. When pilot		rly corrected before flight. In)			
	was about to climb a/c struck the	the case of ACTION TAKEN: calibra	f F/L. Forbes both altimeters wer ted after crash $\&$ found to be	e /			
'	ground, altimeter reading 300 ft.	(A) DISCIPLINARY (B) TE	CHNICAL (C) OTHER serviceable in ever	v)			
)	I eing conditions existed because		a point is also brought out that)			
)	pilot saw ice being flung from the		dency of the battery might have)			
١,	propellicus.	been impa	ired by the strain of night flyin	E			
'	22 Callision - Obst	and not e	nough heat was applied to the	,)			
.)	SECONDARY CAUSE OR CONTRIBUTING FACTORS:	pilot hea	.d.				
,	Sudden fog formation.	(Sum	mary #818)	- 1			
١ .			RECORDED BY DATE				
e))			
)	R.C.A.F. FORM L20 REQ. 1247 10M-15-11-41		CHECKED BY DATE	-)			
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