

ACCIDENT CLASSIFICATION

UNIT 39 S.F.T.S. Swift Current	COM. 4	PLACE Tyner, Sask.	DATE 27.6.43	TIME 0645
A/C TYPE Oxford II	NO. BG.354	CRASH CAT. ***	S.E.	M.E.
		H.Q. FILE 1300-BG.354		DAY X
				NIGHT X

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Bannerman, A.	FO	132593	(NAV. I.) Nil		No.	DATE
Foster, J.P.	LAC	1601703	PP	Nil	A794	28.6
					D 14 (REVISED)	
					No.	CHECKED
					2	<input checked="" type="checkbox"/>
					28	

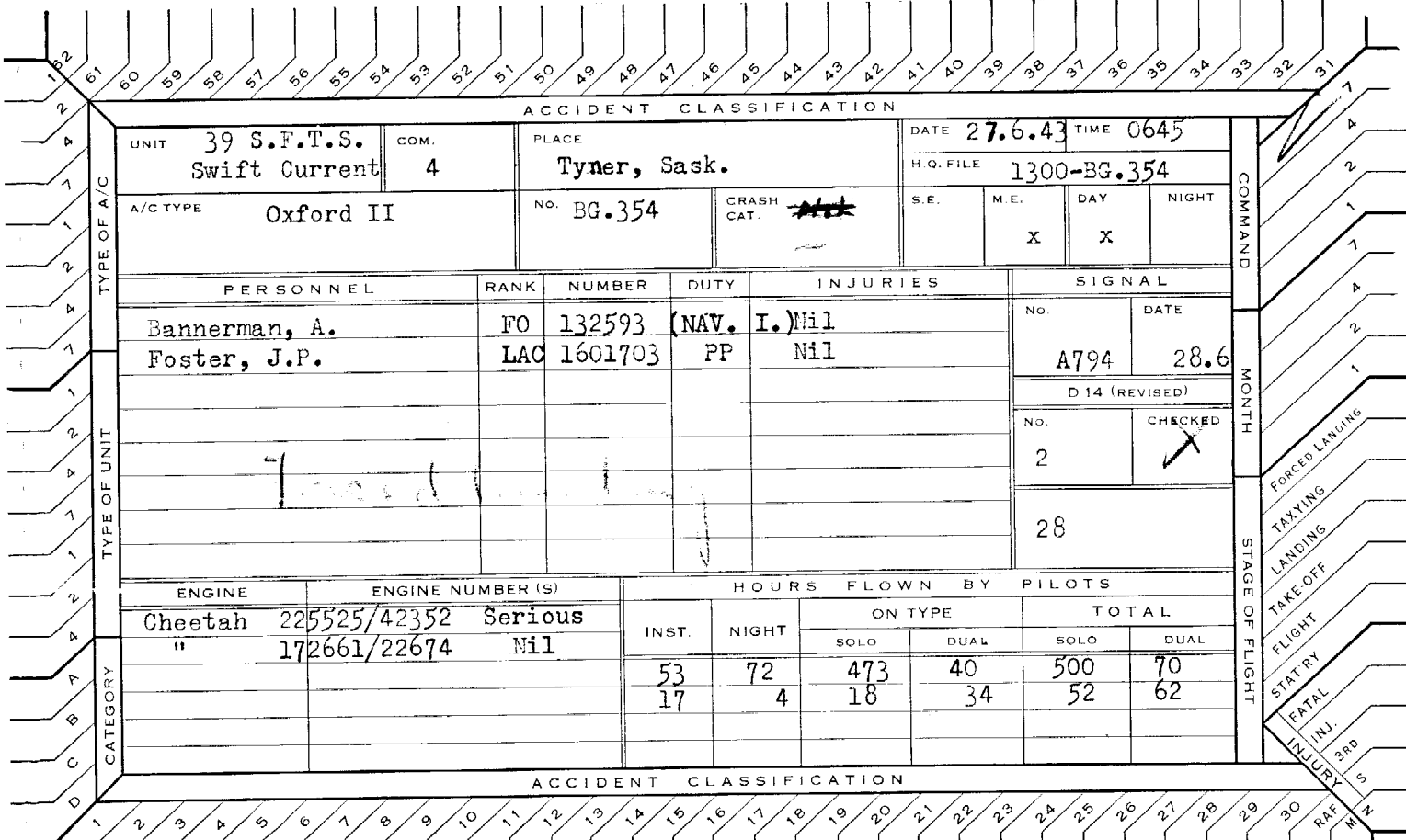
ENGINE	ENGINE NUMBER (S)	SERIOUS	HOURS FLOWN BY PILOTS					
			INST.	NIGHT	ON TYPE		TOTAL	
					SOLO	DUAL	SOLO	DUAL
Cheetah	225525/42352	Serious						
"	172661/22674	Nil	53	72	473	40	500	70
			17	4	18	34	52	62

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJURY

1ST
2ND
3RD
4TH
5TH



PURPOSE OF FLIGHT:

Navigation training

NATURE OF ACCIDENT:

After 45 minutes flying port engine became very noisy & a rapid falling off in power was noticed. A/c failed to maintain height on stbd. engine so pilot carried out forced landing in a field. No damage as result of forced landing.

CLASSIFICATION:

54. Engine failure in the air

SECONDARY OR CONTRIBUTORY FACTORS:

33. Technical defect

TECHNICAL OFFICER'S REPORT:

Port engine failed due to #5 cylinder inlet valve seating becoming loose. #1 cylinder induction pipe blown out by back firing due to loose valve seat.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

FE/700/1 S/111/0/E

ACTION TAKEN: