

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 No. 34 E.F.T.S. Assiniboia, Sask. # 4		COM.	PLACE H.A.		DATE 3-8-43	TIME 1800		
A/C TYPE Cornell I		No. FH936		CRASH CAT. C 7	S.E. X	M.E.	DAY X	NIGHT
					H.Q. FILE 1300-FH936			

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Bannon, R.B.	LAC	1795528	PP	Nil	No. A136	DATE 4-8
					D 14 (REVISED)	
					No. 6	CHECKED <input checked="" type="checkbox"/>
					8	

MONTH

STAGE OF FLIGHT

FORCED LANDING  
TAXYING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY

ENGINE	ENGINE NUMBER(S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Ranger 6-4400-5	28032/6091 Nil	5		24	24	25	36

STAGE OF FLIGHT

FATAL  
INJ.  
3RD  
INJURY  
5

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 RAE M Z

PURPOSE OF FLIGHT:

Circuits and landings

NATURE OF ACCIDENT:

Engine failure on approach to main aerodrome due to lack of fuel. A/C undershot field by 200 yds. and touched down on rough ground, running through wave of fence. Turned right to avoid a ditch and came to rest in a patch of soft ground.

CLASSIFICATION:

~~53. No gas - insufficient refuelling.~~

*17. Forced Landing*

17

SECONDARY OR CONTRIBUTORY FACTORS:

~~24. Carelessness~~

*25. Petrol Shortage*

25

TECHNICAL OFFICER'S REPORT:

L.14 showed that A/C had flown 3,05 hrs., therefore should have refuelled before taking off as he has signed that endurance of this A/C was 3 hrs. Also failed to make proper tarmac takeoff and downwind

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

check and when one tank was empty did not change over to the other tank.

*LFM / [Signature]*

ACTION TAKEN:

Log book endorsed "Carelessness" and 14 dys. C.C.