

ACCIDENT CLASSIFICATION

UNIT NO. 39 S.P.T.S. Swift Current.		COM. # 4	PLACE M.A.		DATE 4-8-43	TIME 1040		
A/C TYPE Oxford II		No. AS686	CRASH CAT. B	S.E.	M.E. X	DAY X	NIGHT	
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL	
Pillar, G.A.W.		F/S	1375272	PI	Nil		No. DATE	
Tucker, E.T.		LAC	1801747	PP	Nil		A227 4-8	
							D 14 (REVISED)	
							No. CHECKED	
							2 <input checked="" type="checkbox"/>	
							5	
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				
Cheetah X F A225558/AS42385 SL.		S A179403/AS41484 SL.		INST.	NIGHT	ON TYPE		TOTAL
						Solo	DUAL	
				65	110	931	13	1033
				9	4	8	9	40
								97
								39

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKEOFF
FLIGHT
STATRY
FATAL
INJURY
3RD
INJURY

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PURPOSE OF FLIGHT:

Dual practice

NATURE OF ACCIDENT:

After demonstrating an overshoot on S.E. landing, instructor opened up both engines to go round again. Stbd. engine failed to respond and unable to maintain height so decided to land straight ahead, running through a wire fence.

CLASSIFICATION:

~~13. Engine failure~~

12. Forced Land.

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SECONDARY OR CONTRIBUTORY FACTORS:

26. Engine Trouble Accident

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TECHNICAL OFFICER'S REPORT:

Considered due to prolonged idling.

10/1/50

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Engine had previously been placed unserviceable and after test had been declared O.K. C.I. does not consider that idling for not more than two minutes would cause engine failure. Conditions were not conducive to icing.

C.O. not satisfied with report of technical officer and proposes closer inspection of engine.

ACTION TAKEN:

Nil