

ACCIDENT CLASSIFICATION

UNIT <b>32 S.F.T.S.</b> <b>Moose Jaw</b>		COM. <b>4</b>	PLACE <b>M.A.</b>		DATE <b>25-10-43</b>	TIME <b>2005</b>			
A/C TYPE <b>OXFORD II</b>		NO. <b>AS257</b>		CRASH CAT. <b>"A"</b>	H.Q. FILE <b>1300-AS257</b>		S.E.		
					M.E. <b>X</b>	DAY	NIGHT <b>X</b>		
PERSONNEL <b>Griffioen, M.</b>		RANK <b>LAC</b>	NUMBER <b>1649939</b>	DUTY <b>PP</b>	INJURIES <b>Uninj.</b>		SIGNAL		
						No.	DATE		
						<b>T.730</b>	<b>26-10</b>		
						D 14 (REVISED)			
						No.	CHECKED		
						<b>4</b>	<input checked="" type="checkbox"/>		
						<b>No.22</b>			
ENGINE <b>Cheetah X</b>		ENGINE NUMBER (S) <b>A157391/AS21254 Slight</b> <b>A179573/AS41654 Slight</b>		HOURS FLOWN BY PILOTS					
				INST.	NIGHT	ON TYPE		TOTAL	
						SOLO	DUAL	SOLO	DUAL
				<b>33</b>	<b>24</b>	<b>63</b>	<b>81</b>	<b>94</b>	<b>133</b>

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING  
TAXYING  
LANDING  
TAKE-OFF  
FLIGHT  
STAT BR  
FATAL  
INJ  
3rd  
INJURY

61

60

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PURPOSE OF FLIGHT:

Routine night flying training.

NATURE OF ACCIDENT:

A/C started to vibrate badly after being airborne. Airspeed was 70-80 MPH and showed no signs of building up although pilot held stick forward and trimmed to ease pressure. Losing height so pilot decided to turn to reach airfield. He put on landing light and attempted to straighten out as A/C struck ground in centre of airfield.

TECHNICAL OFFICER'S REPORT:

Bench test of sparking plugs showed one from port and six from stbd. were firing intermittently. Complete sets were then fitted in original condition to serviceable engine of another A/C and were found O.K. Engine failed to reveal any defect to account for loss of power.

FINDINGS:

SUMMARY No.

1100/200/125/1/E

CLASSIFICATION:

13. Engine failure. 19

SECONDARY OR CONTRIBUTORY FACTORS:

12. Loss of control. 26

ACTION TAKEN:

Log Book endorsed.