

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 15 E.F.T.S. Regina		COM. 4	PLACE 1 mile S of M.A.			DATE 29-1-44	TIME 1115		
A/C TYPE CORNELL II		No.	CRASH CAT. "D"6		H.Q. FILE 1100-107-25	S.E. x	M.E.	DAY z	NIGHT
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
BRAVENMAN, D.J.		WO2	122498	FI	Uninj.		NO.	DATE	
STIRLING, R.C.		LAC	R203905	PP	Uninj.		D 14 (REVISED)		
							NO.	CHECKED	
							4		
							#35		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
RANGER		37054/6571 serious		INST.	NIGHT	ON TYPE		TOTAL	
						SOLO	DUAL	SOLO	DUAL
				-	112	735	92	840	159
				-	-	6	19	6	19

COMMAND
MONTH
STAGE OF FLIGHT

7
4
2
1
7
4
2
1
FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ. 3rd
5
Z

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 RAF M Z

PURPOSE OF FLIGHT:

Seq. 18.

NATURE OF ACCIDENT:

Engine ran rough on first circuit so pilot made a landing and checked the magnetos and found only a drop of 15 r.p.m.'s oil temperature and pressure was satisfactory. Took-off again and at 350' the engine began to run rough. It then ran smoothly for several seconds and then stopped altogether on the downwind leg. Tunring into wind a forced landing was carried out. Just at the round out, the a/c struck a low fence which pilot did not notice due to heading right into the sun.

CLASSIFICATION: Engine was smoking badly.

TECHNICAL OFFICER'S REPORT:

Upon examining this engine the oil pump was dry of oil, and #2 cylinder seemed to have melted. There was also no compression off any of the cylinders.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY NO.

1 LFM/NOP/PC L/E 104/G/TL/WVG

~~54. Engine failure in the air.~~

(22)

~~22. Collision Obstructions~~

SECONDARY OR CONTRIBUTORY FACTORS:

~~41. Hitting obstructions.~~

~~26. Engine trouble - script~~

ACTION TAKEN:

Nil