

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 <b>2 W.S. Calgary</b>		COM. <b>4</b>	PLACE <b>Dalemaede, Alta</b>			DATE <b>4-1-44</b>	TIME <b>1050</b>		
A/C TYPE <b>FORT II</b>		NO. <b>3588</b>	CRASH CAT. <b>Nil</b>		S.E. <b>x</b>	M.E.	DAY <b>x</b>	NIGHT	
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
<b>LAMBERT, R.A.</b>		<b>AUS F/O</b>	<b>421848</b>	<b>P</b>	<b>Uninj.</b>		NO.	DATE	
<b>McKENNA, K.J.</b>		<b>AUS LAC</b>	<b>435047</b>	<b>WO</b>	<b>Uninj.</b>		D 14 (REVISED)		
							NO.	CHECKED	
							<b>1</b>	<input checked="" type="checkbox"/>	
							<b>#3</b>		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				STAGE OF FLIGHT	
<b>Jacobs L6 MB</b>		<b>15755/1900 Nil</b>				ON TYPE		TOTAL	
				INST.	NIGHT	SOLO	DUAL	SOLO	DUAL
				<b>32</b>	<b>28</b>	<b>300</b>	<b>1</b>	<b>589</b>	<b>136</b>

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

4 ( )  
2 ( )  
1 ( )  
7 ( )  
4 ( )  
2 ( )  
1 ( )  
FORCED LANDING ( )  
TAXYING ( )  
LANDING ( )  
TAKE-OFF ( )  
FLIGHT ( )  
STATRY ( )  
FATAL ( )  
INJ. ( )  
INJ. 3rd ( )  
5 ( )  
4 ( )

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 ( ) 31 ( ) 32 ( ) 33 ( ) 34 ( ) 35 ( ) 36 ( ) 37 ( ) 38 ( ) 39 ( ) 40 ( ) 41 ( ) 42 ( ) 43 ( ) 44 ( ) 45 ( ) 46 ( ) 47 ( ) 48 ( ) 49 ( ) 50 ( ) 51 ( ) 52 ( ) 53 ( ) 54 ( ) 55 ( ) 56 ( ) 57 ( ) 58 ( ) 59 ( ) 60 ( ) 61 ( )

PURPOSE OF FLIGHT:

W/T training flight.

NATURE OF ACCIDENT:

Pilot noticed considerable fluid running down port wall of cockpit. Carried out successful precautionary landing. A/c returned to base by air after being serviced by A.F.M. who was flown to scene of landing.

CLASSIFICATION:

58. Precautionary landing.

SECONDARY OR CONTRIBUTORY FACTORS:

33 Technical defect.

TECHNICAL OFFICER'S REPORT:

Holding nut connecting a preenco-hydraulic oil line to an elbow fitting had worked loose. There is no locking device for these fittings.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

ACTION TAKEN:

Nil