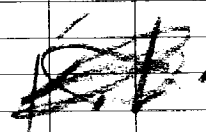


ACCIDENT CLASSIFICATION

UNIT 15 E.F.T.S. Regina	COM. 4	PLACE 1 mile S.E. of M.A.	DATE 26-3-44	TIME 0935
A/C TYPE CORNELL II		NO. 14460	CRASH CAT. D	H.Q. FILE 1100-144-60
		S.E. X	M.E.	DAY X
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
WRIGHT, J.R.	P, O	J35157	FI	Uninj	NO.	DATE
MOORE, A.	LAc	R123907	PP	Uninj.	No sig	
					D 14 (REVISED)	
					NO.	CHECKED
					3	
					#33	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		ON TYPE		TOTAL			
Ranger	37348/6864 serious	INST.	NIGHT	SOLO	DUAL	SOLO	DUAL
		60	46	220	35	350	180
					9		9

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

7
4
2
1
7
4
2
1
Forced Landing
Taxying
Landing
Take-off
Flight
Stairway
Fatal
Inj.
3rd
5
M
Z

TYPE OF A/C

TYPE OF UNIT

CATEGORY

Grid of numbered slots (1-32) along the top and bottom edges of the form, used for classification or tracking.

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Seq. 12,13.

#3 piston failure.

NATURE OF ACCIDENT:

*11/2/1951*

Engine began to run slightly rough on climbing turn just after take-off and R.P.M.'s dropped from 2050 to 1900.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

On reaching 1000' R.P.M.'s dropped to 1400 and the engine began to run very

FINDINGS:

SUMMARY No.

rough. A check was made on pressures and temperatures and found to be satisfactory.

R.P.M.'s continued to drop to 1000 so the switches and gas were turned off and a forced landing was carried out.

CLASSIFICATION:

13. Engine failure.

SECONDARY OR CONTRIBUTORY FACTORS:

33. Technical defect.

ACTION TAKEN:

NIL