

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 24 E.F.T.S. Abbotsford	COM. 4	PLACE 3 miles NW of Lynden	DATE 31-3-44	TIME 1015
A/C TYPE CONNELL II		NO. 15163	CRASH CAT. "B"	H.Q. FILE 1100-151-63
		S.E. X	M.E.	DAY X
				NIGHT

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
MANSON, G.R.	LAC	R222910	PP	Uninj.	NO. HQ139	DATE 1-4
					D 14 (REVISED)	
					NO. 7	CHECKED
					#32	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER(S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Ranger	37099/6616 serious	1	-	11	20	11	20

FORCED LANDINGS
TAXIING
LANDING
TAKEOFF
FLIGHT
STAT BR
FATAL
INJ.
3RD
S

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:

Routine solo training flight.

TECHNICAL OFFICER'S REPORT:

#6 cylinder head cracked. As the nature of this failure is internal the cause would of necessity have to be determined by the contractor's report.

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

ILFM/AOK/ES/M/A/A

Pilot had completed forced landing practice and during ensuing climb noticed drop in R.P.M.'s and engine began to vibrate. Checked switches and tanks and endeavoured to restart engine without success. Carried out forced landing but overshoot field and struck obstacles causing serious damage to a/c.

CLASSIFICATION:

X. Engine failure in the air.

SECONDARY OR CONTRIBUTORY FACTORS:

X. Overshooting runway.

X. Hitting obstruction.

ACTION TAKEN:

NIL