

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 32 S.F.T.S. Moose Jaw	COM. 4	PLACE 1/2 mile NE. Keeler	DATE 12-3-44	TIME 1530
A/C TYPE OXFORD II		NO. AR778	CRASH CAT. "C"	H.O. FILE 1300-AR778
		S.E.	M.E. x	DAY x
				NIGHT

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
BURGIN, A.	F/O	152554	FI	Uninj.	NO.	DATE
COKER, A.F.	LAC	1113578	FME	Uninj.	A.279	13-3
MILLER, H.J.	ACI	1102568	FIT	Uninj.	D 14 (REVISED)	
					NO.	CHECKED
					3	<input checked="" type="checkbox"/>
					#7	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER(S)	HOURS FLOWN BY PILOTS					
Cheetah X	AS40882/A178801 slight RC1627/A158748 "	INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
		41	70	292	100	387	126

FORCED LANDING
TAXIING
LANDING
TAKEOFF
FLIGHT
STATRY
FATAL
INJ
3RD
INJURY
S
M
2

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

TYPE OF A/C
TYPE OF UNIT
CATEGORY

PURPOSE OF FLIGHT:

Ferrying a/c.

TECHNICAL OFFICER'S REPORT:

#2 cylinder induction pipe blown out of inlet port housing.

NATURE OF ACCIDENT:

Forced landing with u/c up due to failure of stbd engine. Prior to failure, there was considerable loss of power and spin, 1400 revs being the maximum obtained until total failure.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

24/10/1951

CLASSIFICATION:

~~A.~~ Engine failure in the air.

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SECONDARY OR CONTRIBUTORY FACTORS:

~~A.~~ Wheels up landings.

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ACTION TAKEN:

NIL