

ACCIDENT CLASSIFICATION

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 ( )

TYPE OF A/C	UNIT <b>135 (F) Sqdn.</b>		COM. <b>W</b>	PLACE <b>0 er Beaver Point on</b>		DATE <b>2-5-44</b>	TIME <b>1610</b>	COMMAND		
	Pat Bay, B.C.			S.E. end of Salt Spring I.		H.Q. FILE <b>1100-53-97</b>				
TYPE OF UNIT	A/C TYPE <b>HURRICANE XII</b>		No. <b>5397</b>		CRASH CAT. <b>"A"</b>	S.E. <b>X</b>	M.E.	DAY <b>X</b>	NIGHT	MONTH
	PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
CATEGORY	<b>Smith, K.R.</b>		<b>F/O</b>	<b>J12261</b>	<b>P</b>	<b>Uninj.</b>		No. <b>A640-X887</b>	DATE <b>2-4</b>	STAGE OF FLIGHT
								D 14 (REVISED)		
								No.	CHECKED	FORCED LANDING
								<b>#3</b>		TAXIING
										LANDING
										TAKE-OFF
										FLIGHT
										STAT'RY
										FATAL
										INJ. 3rd
										INJ. 5th
										INJ. 4th

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:

Aerobatics.

NATURE OF ACCIDENT:

Flying at an altitude of 7,000 ' pilot noticed that oil pressure was beginning to drop off. Immediately turned back for base, proceeded short way when oil pressure dropped to zero. Reduced r.p.m. to 2200 and throttle to minus 2 lbs. boost in order to keep engine running as long as possible but stopped minute later. After engine stopped, Pilot turned off gas and switches, trimmed a/c to fly out to sea and abandoned a/c at 3,500'. A/C crashed

CLASSIFICATION: 1/2 mile from sea.  
~~54. Engine failure in the air.~~

*17 Forced Landing*

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

200/P/NO P/F SIG 01/01/12

*IM/P/AOP/ES/OM/D/1*

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CIRCUMSTANCES: Pilot bailed out of a/c when engine stopped because he would have been unable to effect a safe forced landing.

CAUSE: Failure of oil pump with resultant loss of oil pressure and finally engine failure.

RECOMMENDATIONS: Nil

CONCLUSIONS OF A.I.B. : Agree with findings.

ACTION TAKEN: