

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
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
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																	
CAUSES OF ACCIDENTS																															
UNIT #32 S.F.T.S.		COM. #4 TC		PLACE M.A.										DATE 20.5.43		TIME 0015															
MOOSE JAW														H.Q. FILE 1300-BM.716																	
A/C TYPE Oxford II		No. BM.716		CRASH CAT. C.7		SE		ME X		DAY		NIGHT X																			
NAME		RANK		No.		DUTY		INJURIES		SERIOUS		FATAL		INJURY																	
Johnston, J.B.		AG2		1108176		F.M.A.		Nil																							
										CAR SERIAL No.		X NA																			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
Oxford BM.716		Serious										INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
Cheetah X 22188		RC.299/159420 Nil.		158275 Nil.								DUAL SOLO		DUAL SOLO																	
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																					
A.726 20.5.43																															
NATURE OF ACCIDENT																															

Not a flying accident

SCALLANEOUS CAUSES
 MISCELLANEOUS CAUSES
 FLIGHT STAGE OF
 INJURY
 FATAL
 STATRY
 FLIGHT
 TAKE-OFF
 LANDING
 TAXIING
 PRIMARY
 UNDTD
 OTHER
 ALG SURF.
 DRKNS.
 WEATHER
 INSTS.
 HAND O.
 PRIMARY
 UNDTD
 MISCEL.
 ENG. CONTS.
 AIRSCREW A.
 ENG. STR.
 LUB'N SYS.
 IGNIT. SYS.
 COOL SYS.
 FUEL SYS.
 PRIMARY
 UNDTD
 MISCEL.
 ENG. MOUNT.
 ENGINE OR W.
 TAIL SKID OR W.
 FUSE. OR HULL
 FLOATS
 LAND GEAR
 W. STRUTS
 STAB SURFS.
 MOV. SURFS.
 FL. CONTS.
 PRIMARY
 OTHERS
 FLT. CONTR.
 INSTRUCT.
 MISCEL.
 INEXP NCE
 NEG NCE
 DISOB.
 TECH.
 JU.

DUTY ON WHICH ENGAGED:

Engines being started after re-fuelling.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14 #16

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

AC2 Johnston had started the port engine but when he started the stbd engine the U/C collapsed. U/C lever was in the up-position.

DATE:

COMPOSITION:

RECOMMENDATIONS:

PRIMARY CAUSE:

A/c was being started up by an un-qualified airman & collapse of u/c was due to his carelessness or lack of knowledge.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

57. Miscellaneous

Disciplinary action taken.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

17. Disobedience of standing orders
24. Carelessness in not making a proper cockpit check.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____