

ACCIDENT CLASSIFICATION

UNIT 3 W.S. Winnipeg		COM. 2	PLACE 4 miles W Stevenson Airport		DATE 2-11-43	TIME 1830		
A/C TYPE NORSEMAN IVW		NO. 698	CRASH CAT. Nil		H.O. FILE 1100-6-98			
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL	
Miller, S.A.		F/O	C20736	P	Uninj.		NO. DATE	
Webster, C.G.		P/O	C26742	WO	Uninj.			
Gransden, M.M.		P/O	C26890	WO	Uninj.		D 14 (REVISED)	
Hunter, C.W.		P/O	C26731	WO	Uninj.		NO. CHECKED	
Norris, T. AUS		LAC	9265	WO	Uninj.		1 ✓	
Greenway, T.M.		LAC	R18537	WO	Uninj.		#1	
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				
Wasp S3HI		R1240/Y101 Nil		INST.	NIGHT	ON TYPE		TOTAL
						SOLO	DUAL	SOLO DUAL
				25	2	414	2	1880 67

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJURY

RAF

PURPOSE OF FLIGHT:

Wireless exercise.

NATURE OF ACCIDENT:

Pilot reported rough running, so headed for base, this was followed by a gradual lowering of oil pressure to 40 lbs., and fine oil spray being thrown over windscreen and a/c. A gradual drop in revs. occurred, the no less in boost showed that carburettor icing was not taking place. It is probable that screen over air scoop became plugged by ice, as icing conditions were bad. Pilot was not able to reach air-port and made successful forced landing.

CLASSIFICATION:

54. Engine failure in the air.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

Oil dilution valve had stuck in open position, and oil had become greatly thinned by gasoline. Oil had been thrown from engine and on turning propellor by hand scarcely any compression could be felt.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

ACTION TAKEN:

Nil