

ACCIDENT CLASSIFICATION

UNIT 5 E.F.T.S. High River	COM. 4	PLACE 1 1/2 miles E of M.A.	DATE 5-11-43	TIME 1115
A/C TYPE CORNELL II	NO. 10522	CRASH CAT. Nil	H.Q. FILE 1100-105-22	
			S.E. X	M.E. DAY X
			NIGHT	

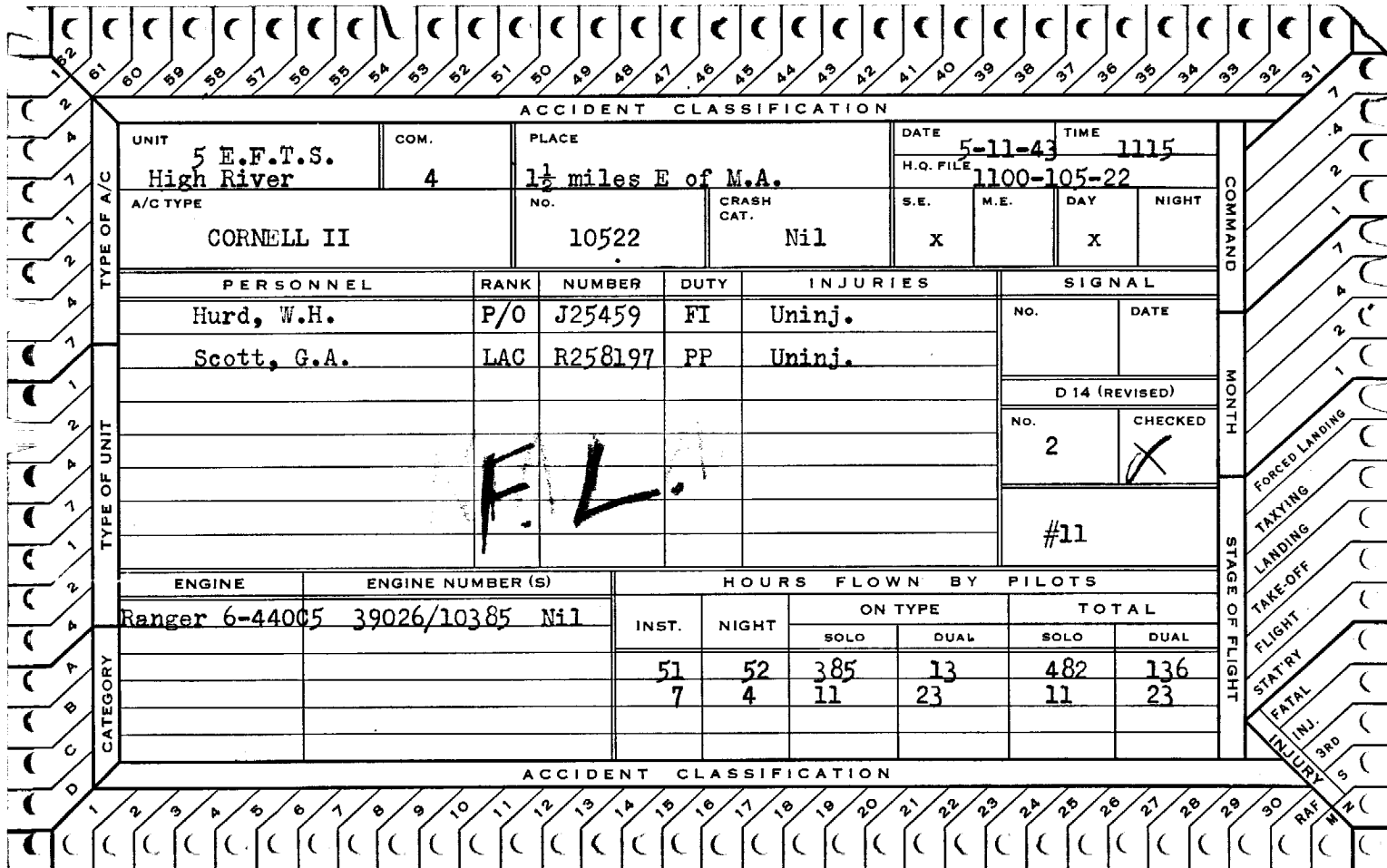
PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Hurd, W.H.	P/O	J25459	FI	Uninj.	NO.	DATE
Scott, G.A.	LAC	R258197	PP	Uninj.		
F.L.					D 14 (REVISED)	
					NO.	CHECKED
					2	<input checked="" type="checkbox"/>
					#11	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Ranger 6-44005	39026/10385 Nil	51	52	385	13	482	136
		7	4	11	23	11	23

ACCIDENT CLASSIFICATION

COMMAND
 MONTH
 STAGE OF FLIGHT

FORCED LANDING
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJURY



PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Routine training.

Appears as though airmazed filter iced up when pilot flew a/c in area of high humidity.

NATURE OF ACCIDENT:

Cruising before forced landing. Engine COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

R.P.M. dropped to 800 R.P.M. and stay FINDINGS:

SUMMARY No.

ed there till engine stopped for forced landing. Engine ran smoothly at all times not coughing or spluttering.

CLASSIFICATION:

54. Engine failure in the air.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Nil