

ACCIDENT CLASSIFICATION

UNIT 23 E.F.T.S. Davidson, Sask.	COM. 2	PLACE 1 mile E. of M.A.	DATE 7-12-43	TIME 1650
A/C TYPE CORNELL II	NO. 10567	CRASH CAT. NIL	H.Q. FILE 1100-10567	
			S.E. X	M.E.
			DAY X	NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Evans, L.B.	LAC	K204817	P.P.	Uninj.	NO.	DATE
<p style="font-size: 2em; font-weight: bold;">N.A.F.A.</p>					D 14 (REVISED)	
					NO.	CHECKED
					#3	<input checked="" type="checkbox"/>
					#26	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS						
Ranger 6-440C	27227/5634	NIL	ON TYPE		TOTAL			
-5			INST.	NIGHT	SOLO	DUAL	SOLO	DUAL
			5	6	28	29	28	29

ACCIDENT CLASSIFICATION

COMMAND
 MONTH
 STAGE OF FLIGHT

FORCED LANDING
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 INJURY
 3RD
 4TH

TYPE OF A/C
 TYPE OF UNIT
 CATEGORY

PURPOSE OF FLIGHT:

) Solo Practice.

NATURE OF ACCIDENT:

) While changing tanks the pivot-pin broke
) shutting off fuel supply. Pilot realized
) something had broken in the fuel cock
) control and within a few minutes his
) engine failed. He carried out a succ-
) essful forced landing with no damage
) to the aircraft.

CLASSIFICATION:

) 33. Technical defect.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

Fuel cock control was turned part way, shutting off)
supply of fuel to engine, when the pivot pin in)
Universal joint of cockpit interconnectine fuel selector)

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY NO.

ACTION TAKEN:

NIL