

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|------------------|----|----|----|----|----|----|----|----|----|----|----|----|--|--|--|--|--|--|
| 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 | | | | | | |
| CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | CAUSES | | | | | | | | | | | | | | | | | | |
| PILOT | | | | | | | | | | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | | |
| OTHERS | | | | | | | | | | | | | | | | | | | AIRFRAME FAILURE | | | | | | | | | | | | | | | | | | |
| UNIT | | | | | | | | | | | | | | | | | | | MISCELLANEOUS | | | | | | | | | | | | | | | | | | |
| 15 S.F.T.S. | | | | | | | | | | | | | | | | | | | HAND Q. | | | | | | | | | | | | | | | | | | |
| Claresholm | | | | | | | | | | | | | | | | | | | INSTS. | | | | | | | | | | | | | | | | | | |
| COM. 4 | | | | | | | | | | | | | | | | | | | WEATHER | | | | | | | | | | | | | | | | | | |
| PLACE M.A. | | | | | | | | | | | | | | | | | | | DRKNS. | | | | | | | | | | | | | | | | | | |
| DATE 9-4-42 | | | | | | | | | | | | | | | | | | | ALG SURF. | | | | | | | | | | | | | | | | | | |
| TIME 0930 | | | | | | | | | | | | | | | | | | | OTHER | | | | | | | | | | | | | | | | | | |
| H.Q. FILE 1100-86-67 | | | | | | | | | | | | | | | | | | | UND'TD | | | | | | | | | | | | | | | | | | |
| A/C TYPE | | | | | | | | | | | | | | | | | | | PRIMARY | | | | | | | | | | | | | | | | | | |
| Crane | | | | | | | | | | | | | | | | | | | TAKING | | | | | | | | | | | | | | | | | | |
| No. 8667 | | | | | | | | | | | | | | | | | | | LANDING | | | | | | | | | | | | | | | | | | |
| CRASH CAT. C4 | | | | | | | | | | | | | | | | | | | TAKE-OFF | | | | | | | | | | | | | | | | | | |
| SE ME DAY NIGHT | | | | | | | | | | | | | | | | | | | FLIGHT | | | | | | | | | | | | | | | | | | |
| I I | | | | | | | | | | | | | | | | | | | STATRY | | | | | | | | | | | | | | | | | | |
| NAME | | | | | | | | | | | | | | | | | | | FATAL | | | | | | | | | | | | | | | | | | |
| RANK | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| No. | | | | | | | | | | | | | | | | | | | 3ro. | | | | | | | | | | | | | | | | | | |
| DUTY | | | | | | | | | | | | | | | | | | | INJURY | | | | | | | | | | | | | | | | | | |
| INJURIES | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| SERIOUS | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| FATAL INJURY | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| CARD SERIAL No. | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| No. 8667 | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| EXTENT OF DAMAGE | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| Slightly | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| REPORT FORM | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| SERIAL No. | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| DATE | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| INST. NIGHT | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| ON TYPE | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| DUAL SOLO | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| LAST 6 MCS | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| Crane 8667 | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| Slightly | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| Jacobs 3105-20165 | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| Slightly | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| Jacobs 8104-20167 | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| Slightly | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| UNIT No. & DATE | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| COM. No. & DATE | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| REPORT | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| FILE | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| DATE | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| A-22 9-4-42 | | | | | | | | | | | | | | | | | | | INJ. | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Single engine approach.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

R170

Given red light. Both throttles were opened but Stb. engine, which had been idling, failed to respond. A/C veered sharply to right, right wing down.

COMPOSITION:

07/08/1948

With insufficient speed to sink, pilot put wheels and flaps up and landed 90° out of wind $\frac{1}{2}$ M. from runway.

RECOMMENDATIONS:

PRIMARY CAUSE:

Nil

~~STBD motor failed to respond to throttle.~~

ACTION TAKEN:

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

7 Other

Instructions given to all pilots regarding precautions to take in keeping engines warm during cold weather.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Insufficient altitude and speed to maintain height, A/c landed with wheels and flaps up.~~

26

RECORDED BY

DATE

26. Engine trouble - Accident

CHECKED BY

DATE