

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
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
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
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
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

TYPE OF A/C	PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE								
UNIT	#5 E.F.T.S. High River, Alta.		COM. #4	TO	PLACE	5 miles SE M.A.		DATE	7.4.43		TIME	1140					
A/C TYPE	Cornell I		No.	FH.866		CRASH CAT.	C.8		SE	ME		DAY	NIGHT				
NAME	Gallicano, W.B.		RANK	LAC		No.	R181045		DUTY		PP		INJURIES				
SERIOUS		FATAL		INJURY		CARD SERIAL N.											
TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE		REPORT FORM	SERIAL No.	DATE		HOURS FLOWN BY PILOTS									
Cornell I	#FH.866	Seriously						INST.	NIGHT		ON TYPE		TOTAL		LAST 6 MOS		
Ranger	27962/6020	Slightly									DUAL		SOLO				
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE							
7.69		8.4.43															
NATURE OF ACCIDENT																	

CAUSES
 MISCELLANEOUS
 STAGE OF FLIGHT

PRIMARY
 HAND Q.
 INSTS
 WEATHER
 DRKMS.
 ALG SURF.
 OTHER
 UND TD
 PRIMARY
 TAXIING
 LANDING
 TAKEOFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.
 25
 26
 27
 28
 29
 30
 31
 32

DUTY ON WHICH ENGAGED:
Routine circuit flight.

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

D-14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:
At about 1000 feet engine cut out - prepared to make a forced landing turned into wind - overshoot field, went through fence, did not use flap.

DATE:
COMPOSITION:

1 LFM / AAD/PSO / PCDFW / S/AD/PA

RECOMMENDATIONS:

Instructors drill into minds of students not to fly with master switch on so as to do away with possible failure of oil dilution valve.

PRIMARY CAUSE:
~~54. Engine failure in the air.~~
Oil diluted excessively due to sticking solenoid valve. Pilot was flying with master switch on.

ACTION TAKEN:
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER
NIL.

1. Overshoot

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~29. Overshooting runway.~~
~~41. Hitting obstructions.~~
25. Inexperience.
~~33. Technical defect.~~

RECORDED BY

DATE

CHECKED BY

DATE