

34 33 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	J K L M N O P Q R S T U V W X Y Z	TECH. DISOB. NEG NCE INEXP NCE MISCEL INSTRUCT. FLT CONTR. OTHERS PRIMARY FL CONTR. MOV SURFS STAB SURFS W STRUTS LAND GEAR FLOATS FUSE OR HULL TAIL SKID OR W ENGINE MOUNT. MISCEL UNDTD PRIMARY FUEL SYS. COOL SYS IGNIT SYS LUB'N SYS ENG STR AIRSCREW A. ENG CONTRS MISCEL UNDTD PRIMARY HAND Q. INSTS WEATHER DRKNS ALG SURF. OTHER UNDTD PRIMARY TAXING LANDING TAKE-OFF FLIGHT STATRY FATAL INJ 3RD. INJURY RAF	TYPE OF A/C	PILOT	OTHERS	AIRFRAME FAILURE	ENGINE FAILURE	TYPE OF ENGINE	CATEGORY	TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	INST.	NIGHT	ON TYPE	TOTAL	LAST 6 MOS.	SIGNAL No. & DATE	UNIT No & DATE	COM. No & DATE	REPORT	FILE	DATE	NATURE OF ACCIDENT	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
				UNIT #37 S.F.T.S. Calgary	COM. 4	PLACE 3 1/2 miles North of Conrich	DATE 25.5.43				TIME 1320	A/C TYPE Harvard II	No. AJ.967	CRASH CAT. D	SE X													

CAUSE OF ACCIDENT
 AIRFRAME FAILURE
 ENGINE FAILURE
 AIRSCREW A.

DUTY ON WHICH ENGAGED:
Low flying cross country exercise.

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

D-14 #127

NATURE OF ACCIDENT AND STAGE OF FLIGHT:
Whilst flying at 1000', oil pressure dropped, propellor went into coarse pitch and A/C had to be forced landed with wheels down.

DATE:
COMPOSITION:

ACP
51-1-1-1

RECOMMENDATIONS:

PRIMARY CAUSE:
54. Engine failure in the air.

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____