

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	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62
ACCIDENT CLASSIFICATION																																	DATE 4.6.43		TIME 0115																										
UNIT #4 S.F.T.S. Saskatoon										COM. 2		PLACE 200 yards north of boundary of M.A.										H.Q. FILE 1100-76-76																																							
A/C TYPE Crane I										NO. 7676				CRASH CAT. B		S.E.		M.E. x		DAY		NIGHT x																																							
PERSONNEL										RANK		NUMBER		DUTY		INJURIES				SIGNAL																																									
Bergin, D.S.										LAC		R170178		PP		Nil				NO. D.74		DATE 5.6																																							
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																				NO. 1		CHECKED																																							
																				No. 3																																									
ENGINE										ENGINE NUMBER (S)				HOURS FLOWN BY PILOTS																																															
Jacobs L4MB										P.22386/8437				INST.		NIGHT		ON TYPE		TOTAL																																									
										S.22175/8040								SOLO		DUAL		SOLO		DUAL																																					
														24		23		33		38		72		77																																					
ACCIDENT CLASSIFICATION																																																													
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	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62

COMMAND

MONTH

STAGE OF FLIGHT

7
4
2
1
7
4
2
1
1
FORCED LANDING
TAXIING
LANDING
TAKE OFF
FLIGHT
START
FATAL
INJ.
INJURY 3rd
5
M

TYPE OF A/C

TYPE OF UNIT

CATEGORY

PURPOSE OF FLIGHT:

Night circuits and landings.

NATURE OF ACCIDENT:

Both motors failed after take off. Motors re-started again failed. A landing was executed in direction of take off, damaging the A/C seriously.

TECHNICAL OFFICER'S REPORT:

Examination of engines and fuel system fails to reveal any reason for simultaneous failure of both engines. Weather not considered cold enough for icing.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

A.M.A.E. CONSIDERS CAUSE OF ENGINE FAILURE WAS PROBABLY DUE TO CARBURETTOR ICING, IN VIEW OF METEOROLOGICAL REPORT AND EVIDENCE THAT ENGINE STARTED TO PICK UP (PRESUMABLY AFTER CARBURETTOR HEAT HAD BEEN APPLIED).

CLASSIFICATION:

~~13. Engine failure.~~

FORCED LANDING.

SECONDARY OR CONTRIBUTORY FACTORS:

ENGINE TROUBLE - ACCIDENT

ACTION TAKEN: