

ACCIDENT CLASSIFICATION

UNIT 33 E.F.T.S. Caron	COM. 4	PLACE ½ miles W of M.A.	DATE 10-10-43	TIME 1640
A/C TYPE CORNELL II	No. 10551	CRASH CAT. "C"	H.Q. FILE 1100-105-51	
		S.E. x	M.E.	DAY x
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Miller, J.L.	LAC	1809194	PP	Uninj.	No. C.258	DATE 11-10
					D 14 (REVISED)	
					No. 4	CHECKED <input checked="" type="checkbox"/>
					#24	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Ranger 6-440C-5	27740/6472 Nil	-	2	4	15		

ACCIDENT CLASSIFICATION

TYPE OF A/C
TYPE OF UNIT
CATEGORY
COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
3RD
S
INJURY
RAF
M

PURPOSE OF FLIGHT:

Routine solo flight.

TECHNICAL OFFICER'S REPORT:

Fuel gauge of stbd. tank sticking on "Full" indication.

ILFM / AOP / 15 / PAM / M / IL

NATURE OF ACCIDENT:

While practising circuits and landings on second circuit engine failed and a forced landing was attempted in a field to the right. Field was overshoot and in attempt to lift aircraft over far boundary to land in next field the a/c stalled at 10'.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY NO.

Accident would have been avoided if pupil had examined tank contents visually before takeoff. Investigation as to why fuel was exhausted in the periods A/C had flown since being signed out as full. Port tank was between 0 and 1/4 full only.

CLASSIFICATION:

~~33. Technical defect.~~

FORCED LANDING.

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SECONDARY OR CONTRIBUTORY FACTORS:

~~54. Engine Failure in the air:~~

ACTION TAKEN:

~~53. No gas - Insufficient refuelling.~~ Nil

ENGINE TROUBLE - ACCIDENT

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