ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME
132 Sqdn Boundary Bay	W	S.E. end of runway	8-10-43	1045
			H.Q. FILE	1100-10-36

A/C TYPE	NO.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
KITTYHAWK I	1036	"B"	x		x	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
Clement, R.J.	S/L	C288	P	Uninj.

SIGNAL: NO. A.205 DATE 8-10

D 14 (REVISED) NO. CHECKED

#1

ENGINE	ENGINE NUMBER (S)
Allison	A205944/3728 slightly

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE SOLO	ON TYPE DUAL	TOTAL SOLO	TOTAL DUAL
19	3	9	-	447	65

TYPE OF A/C · TYPE OF UNIT · CATEGORY · COMMAND · MONTH · STAGE OF FLIGHT: FORCED LANDING, TAXYING, LANDING, TAKE-OFF, FLIGHT, STAT'RY, FATAL, INJ., 3RD, S, INJURY

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Practice formation

NATURE OF ACCIDENT:

A/c was just airborne when engine cut momentarily, then picked up but would only give about 26" boost with full throttle. Plane had gained about 100' altitude from take-off but would not maintain this and a forced landing was made on the mud flats of Boundary Bay after turning slightly to port to avoid a driftwood tree.

CLASSIFICATION:

~~13. Engine failure.~~

FORCED LANDING.

SECONDARY OR CONTRIBUTORY FACTORS:

~~33 Technical defect.~~

ENGINE TROUBLE — NO ACCIDENT.

TECHNICAL OFFICER'S REPORT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS: SUMMARY No.

Cross firing in right magneto due to an accumulation of oil in the rotor housing and distributor block caused the engine to cough back through the induction system blowing the hot and cold air shutter int a position which blocked the entry of cold air and allowed only a small amount of hot air to enter the carburettor. This limited the engine to insufficient power to maintain flight. There was no way in which the pilot could rectify this condition.

ACTION TAKEN:

Nil

R. C. A. F. L 20 (REVISED)
7M-4-43 (3202) K. P. 5051
H. Q. 885-L 20

C. C. LTD. 7084-43