ACCIDENT CLASSIFICATION

UNIT 9 S.F.T.S. CENTRALIA, Ont.	COM. 1	PLACE M.A.		DATE 9-11-43	TIME 1600 hrs.			
				H.Q. FILE 1100-72-95				
A/C TYPE ANSON II		NO. 7295	CRASH CAT. "D7"	S.E.	M.E. X	DAY X	NIGHT	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
LEIDL, H.P.	P/O	J28578	FI	Uninj.	NO.	DATE
SMITH, T.W.	Cpl	R67743	PP	Unin .		
OGILVIE, R.D.	LAC	R176720	PP	Uninj.	D 14 (REVISED)	
					NO. 2	CHECKED
					#35	

ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
			INST.	NIGHT	ON TYPE		TOTAL	
					SOLO	DUAL	SOLO	DUAL
JACOBS L6Mb	P19854/25966 Nil							
	S16111/2293 Nil		1	6	122	10	275	184
			17	5	17	40	46	82
			18	2	15	38	53	88

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:
Seq. 19 Instruments.

NATURE OF ACCIDENT:
Port engine failure. Running Rough. Pressure dropped 12 lbs. Began throwing oil and smoke, was coming from cowling. Motor seized and it was necessary to use emergency hydraulic system to lower u/c. All indicators showed down and locked but port u/c collapsed on landing.

CLASSIFICATION:
~~57.~~
~~Engine failure in the air.~~

18. Misc. Technical

SECONDARY OR CONTRIBUTORY FACTORS:

76. Engine Trouble - Accident

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TECHNICAL OFFICER'S REPORT:
Partial seizure of Port engine, piston in No.3 cylinder burned completely through. With a dead Port engine, the engine driven by hydraulic pump became inoperative. The

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS: **SUMMARY No.**

TECHNICAL OFFICER'S REPORT (CON'T)
pilot dit not allow himself enough time for pumping the u/c down to completely lock it. The port u/c was down far enough to stop the horn and also cut out the red light. However, it was not far enough down to be completely locked, therefore, the electrical indicator must has shown the Port leg as not completely locked. All u/c warning devices were checked thoroughly and found to be in perfect order.

ACTION TAKEN:
Nil.