

102 61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31

ACCIDENT CLASSIFICATION

UNIT <b>23 E.F.T.S. Davidson</b>	COM. <b>2</b>	PLACE <b>6 mi. E. of Girvin, Sask.</b>	DATE <b>13-12-43</b>	TIME <b>1445</b>
A/C TYPE <b>CORNELL II</b>		NO. <b>10575</b>	CRASH CAT. <del>W1</del> <b>E</b>	H.Q. FILE <b>1100-105-75</b>
		S.E. <b>x</b>	M.E.	DAY <b>x</b>
				NIGHT

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
<b>Hohnstone, H.A.</b>	<b>P/O</b>	<b>J35188</b>	<b>FI</b>	<b>Uninj.</b>	NO.	DATE
<b>Little, W.M.</b>	<b>LAC</b>	<b>U19950</b>	<b>PP</b>	<b>Uninj.</b>		
					D 14 (REVISED)	
					NO.	CHECKED
					<b>#7</b>	<input checked="" type="checkbox"/>
					<b>#43</b>	

MONTH

STAGE OF FLIGHT

FORCED LANDING  
TAXIING  
LANDING  
TAKE OFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
3RD  
INJURY

ENGINE	ENGINE NUMBER(S)	Slight	HOURS FLOWN BY PILOTS					
			INST.	NIGHT	ON TYPE		TOTAL	
					SOLO	DUAL	SOLO	DUAL
<b>6-4400-5</b>	<b>27356/4327</b>		<b>63:00</b>	<b>36:00</b>	<b>145:00</b>	<b>62:00</b>	<b>248:00</b>	<b>171:00</b>
			<b>6:00</b>	<b>6:00</b>	<b>19:00</b>	<b>26:00</b>	<b>19:00</b>	<b>26:00</b>

TYPE OF A/C  
TYPE OF UNIT  
CATEGORY

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

PURPOSE OF FLIGHT:

Day dual instruction

NATURE OF ACCIDENT:

Engine running rough after F. landing practise. Pilot could only get 1500-1700 RPM. Engine appeared to be labouring badly so pilot landed in field with no further damage.

TECHNICAL OFFICER'S REPORT:

This is the second case in which a spark plug has been blown completely out of its insert. The failure appears due to a defective thread in insert.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

33. Technical Defect

SECONDARY OR CONTRIBUTORY FACTORS:

NIL

ACTION TAKEN:

NIL.