

ACCIDENT CLASSIFICATION

UNIT <b>34 E.F.T.S. Assiniboia</b>	COM. <b>4</b>	PLACE <b>7 miles S of Maxstor</b>	DATE <b>15-12-43</b>	TIME <b>0950</b>
A/C TYPE <b>CORNELL II</b>	No. <b>10635</b>	CRASH CAT. <b>"D"7</b>	H.Q. FILE <b>1100-106-35</b>	S.E. <b>X</b>
			M.E.	DAY <b>X</b>
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Burke, R.G.	F/O	151224	FI	Uninj.	No.	DATE
Green, F.H.	F/O	129963	PP	Uninj.	<b>A.171</b>	<b>16-12</b>
					D 14 (REVISED)	
					No.	CHECKED
					<b># 39</b>	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
<b>Ranger</b>	<b>77420 / 10409 Nil</b>	<b>33</b>	<b>29</b>	<b>460</b>	<b>20</b>	<b>584</b>	<b>126</b>
<b>6-440-C5</b>		<b>4</b>	<b>-</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>30</b>

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COMMAND MONTH STAGE OF FLIGHT

- FORCED LANDING ( )
- TAXYING ( )
- LANDING ( )
- TAKE-OFF ( )
- FLIGHT ( )
- STATRY ( )
- FATAL ( )
- INJ. ( )
- INJURY ( )

PURPOSE OF FLIGHT:

Navigation Instruction.

NATURE OF ACCIDENT:

After gliding from 6500' to 3500' throttle was opened to resume straight and level flight. No response from engine except a great deal of spluttering. As there seemed to be no sign of engine picking up, pilot decided on forced landing.

TECHNICAL OFFICER'S REPORT:

Icing of carburettor brought about by the glide or an air lock of the fuel lines.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

*FB/1100/15/11/11/11*

CLASSIFICATION:

~~54. Engine failure in the air.~~

*17. Forced Landing* <sup>17</sup>

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

*No Engine Trouble - Accident* <sup>26</sup>