

ACCIDENT CLASSIFICATION

UNIT <b>36 O.T.U. GREENWOOD</b>	COM. <b>E</b>	PLACE <b>KINGSTON, N.S.</b>	DATE <b>18-1-44</b>	TIME <b>1600</b>
A/C TYPE <b>OXFORD V</b>		NO. <b>EB506</b>	H.Q. FILE <b>1300-EB506-1</b>	
		CRASH CAT. <b>"A"</b>	S.E.	M.E.
			<b>x</b>	<b>x</b>
			DAY	NIGHT
			<b>x</b>	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
O'CONNELL, L.J.	F/L	J15311	P	Killed	No. A 50	DATE 18-1
CHURCH, H.W.	F/O	J5997	P	Killed	D 14 (REVISED)	
WALSH, J.D.	NZ F/O	39116	P	Killed		
WALLS, R.J.	NZ F/O	417133	P	Killed	No. 2	CHECKED <input checked="" type="checkbox"/>

ENGINE	ENGINE NUMBER(S)	HOURS FLOWN BY PILOTS						
		INST.	NIGHT	ON TYPE		TOTAL		
				SOLO	DUAL	SOLO	DUAL	
<b>Wasp R985 AN14B</b>	<b>14579/23079</b>	<b>totally</b>	<b>28</b>	<b>118</b>	<b>11</b>	<b>1</b>	<b>780</b>	<b>76</b>
	<b>14580/23080</b>		<b>43</b>	<b>106</b>	<b>-</b>	<b>-</b>	<b>707</b>	<b>109</b>
			<b>73</b>	<b>92</b>	<b>804</b>	<b>6</b>	<b>929</b>	<b>132</b>
			<b>69</b>	<b>96</b>	<b>776</b>	<b>10</b>	<b>921</b>	<b>139</b>

ACCIDENT CLASSIFICATION

TYPE OF A/C  
TYPE OF UNIT  
CATEGORY

COMMAND  
MONTH  
STAGE OF FLIGHT

FORCED LANDINGS  
TAKING  
LANDING  
TAKE-OFF  
FLIGHT  
STAT'RY  
FATAL  
INJ.  
3RD  
INJURY

32  
31  
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PURPOSE OF FLIGHT:

Dual checks.

NATURE OF ACCIDENT:

The indications are that the a/c was climbing steeply after take-off and at about 300' one single engine failed; the a/c then appears to have stalled and dived in at a steep angle.

CLASSIFICATION:

~~13. Engine failure.~~

22. Not known

23

SECONDARY OR CONTRIBUTORY FACTORS:

~~18. Loss of control.~~

TECHNICAL OFFICER'S REPORT:

Nil

ODC/DAC/POM/PCDE/  
ES/PT/PC/O

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2251.

CAUSE: Obscure.

CONCLUSIONS OF A.I.E.: Cause obscure but inexperience on type of all occupants of a/c undoubtedly is underlined cause of this accident. Breaches of following sections of C.A.P. 100; Sec. 5, para. 18, Sec. 3, para. 27, Sec. 15, para. 5. Accident appears to have been due to stall and engine failure at low altitude caused by fuel starvation. Starvation was probably due to mishandling of fuel system. None of occupants were experienced in Oxford V except F/L O, Connel who had flown this particular mark of Oxford for 12 hrs. The last occasion being 26 Oct./ 43 and he was not at controls.

ACTION TAKEN:

Nil