

ACCIDENT CLASSIFICATION

UNIT 32 S.F.T.S. Moose Jaw		COM. 8	PLACE 2 miles SW of Galliles		DATE 3-2-44	TIME 1730			
A/C TYPE OXFORD II		No. AS321	CRASH CAT. "A"		H.Q. FILE 1300-AS321				
					S.E.	M.E. x	DAY x NIGHT		
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
McCULLOCH, D.J.		SGT	1322931	PI	Slight		No. DATE		
FRASER, A.		LAC	1567432	PP	Slight.		A.145 4-2		
DIAMOND, B.M.		LAC	1605376	PP	Slight		D 14 (REVISED)		
							No. CHECKED		
							3		
							#1 CR 3/3		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Cheetah X		RC870/A171917 total AS41737/A179656 "		INST.	NIGHT	ON TYPE		TOTAL	
						SOLO	DUAL	SOLO	DUAL
				44	99	520	3	629	130
				15	5	15	35	42	76
				14	5	14	42	43	85

COMMAND	7
	4
	2
	1
MONTH	7
	4
	2
	1
STAGE OF FLIGHT	FORCED LANDING
	TAXIING
	LANDING
	TAKE-OFF
INJURY	FLIGHT
	STAFFRY
	FATAL
	1st INJ. 2nd 3rd

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Dual low level cross country flight.

TECHNICAL OFFICER'S REPORT:

FF/AOP/CL/ML/NK/Z

NATURE OF ACCIDENT:

Stbd engine failed, pilot being unable to maintain height carried out forced landing in difficult country.

NIL

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 167

CONCLUSIONS OF A.I.B.

The pilot's claim of the stbd engine failure and not being able to maintain height is quite possible, but the evidence of two other a/c flying in by the second witness, and the damaged top of the rudder might indicate, as stated by the second witness, that these a/c were flying in formation and one struck the other causing it to be temporarily out of control. No other marks could be found on the other a/c. Until a complete inspection and report can be made on the engine in question, it is quite difficult to state whether actual engine failure was encountered or not.

CLASSIFICATION:

~~14. Engine failure in the air.~~

17 Forced Landing

SECONDARY OR CONTRIBUTORY FACTORS:

~~14. Bad surface.~~

26 Engine Trouble - Accident.

ACTION TAKEN:

NIL