

ACCIDENT CLASSIFICATION

UNIT 1 N.A.G.S. Yarmouth, N.S.	COM. EAC	PLACE Eagle Lake, Nr. Liverpool, N.S.	DATE 6-3-44	TIME 1628
A/C TYPE ANSON II	NO. 7146	CRASH CAT. "E" F.L.	S.E.	M.E. X
			DAY X	NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL
Reed, J.F.	SGT	R154832	P	Uninj.	No. DATE
Farrow, J.F.	A/LA	FX575491	AG	Uninj.	
Glass, K	A/LA	FX96685	AG	Uninj.	
NOT A					D 14 (REVISED)
					No. CHECKED
					#17

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
Jacobs L6MB	2440/16258	INST.	NIGHT	ON TYPE		TOTAL	
	15433/25744 NI1			SOLO	DUAL	SOLO	DUAL
				245	65	310	112

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE OFF
FLIGHT
STAT RV
FATAL
INJ.
3RD
INJURY
M/N

TYPE OF A/C

TYPE OF UNIT

CATEGORY

Grid of numbers 1-31 along the top and bottom edges, and letters A-Z along the left and right edges, used for document tracking.

PURPOSE OF FLIGHT:

T.A.G. Training.

NATURE OF ACCIDENT:

First symptoms were loss of revs. per on port engine, followed by drop on stbd engine in few seconds. Pilot suspected icing condition. Port engine failed entirely. Pilot made forced landing. After several attempts, Pilot managed to start engines and return to base with engines running smoothly.

TECHNICAL OFFICER'S REPORT:

Misuse of mixture control lever giving a weak mixture was a contributory if not main cause.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

REMARKS OF UNIT C.O.: Pilot appears to have been flying at High manifold pressure for using mixture control. But he did not use it to cause a drop in r.p.m. and it is to be expected that any trouble that might have resulted, would disappear in the seven or eight minutes flying in full rich, after the symptoms appeared.

CLASSIFICATION:

54. Engine failure in the air.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

NIL.