

ACCIDENT CLASSIFICATION

UNIT 1 A.O.S. COM. PLACE DATE 20-3-44 TIME 2205
 Malton 1 300 yds from Muskoka H.Q. FILE 1700-6626

A/C TYPE ANSON I NO. 6626 CRASH CAT. "A" S.E. M.E. DAY NIGHT X X

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
FORESTELL, T.B.	SGT	R184192	P	Killed.	NO. M.261	DATE 21-3
CUMMINS, D.W.	SGT	R321-A	NAV	Very slight.	D 14 (REVISED)	
STEWART, R.G.	SGT	R210474	WAG	"	NO.	CHECKED
LAWSON, O.	L LAC	R1569330	BOMB	"	#14	
MASON, B.E.	GB LAC	1616764	BOMB	Left leg and left arm broken		

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
Cheetah	AS13247/13274 serious AS31017/10744 "	INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
		48	49	224	24	329	126

ACCIDENT CLASSIFICATION

COMMAND MONTH STAGE OF FLIGHT

FORCED LANDING
 TAXIING
 LANDING
 TAKEOFF
 FLIGHT
 STATRY
 FATAL
 INJ
 3RD
 S

Grid of 30 numbered slots (1-30) along the top and bottom edges of the form, used for accident classification coding.

PURPOSE OF FLIGHT:

Training of navigator, air bomber and **J.A.G. Nil**

TECHNICAL OFFICER'S REPORT:

110 C/1700/100 P/1/1

NATURE OF ACCIDENT:

A/C on forced landing due to engine failure overshot Muskoka airport and in turning with u/s engine lost height and crashed.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2313

CAUSE: Pilot error, in overshooting on forced landing and with port engine u/s as contributing factor turned left and losing height crashed in underbrush.

RECOMMENDATIONS: Since normal circuits are left hand common procedure for all instructors seems to be done by cutting off the stbd engine, that this practice include the alternate cutting of both engines to simulate failure of either engine.

CONCLUSIONS OF A.I.B.

Agree with findings. - Cause of engine failure undetermined. Note: An Inspector of A.I.B. should have been called in.

C.J. ACCIDENTS : I agree.

CLASSIFICATION:

54. Engine failure in the air.

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SECONDARY OR CONTRIBUTORY FACTORS:

32. Pilot error.

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ACTION TAKEN:

Nil